NAVAL AVIATION NEWS

OCTOBER 1953
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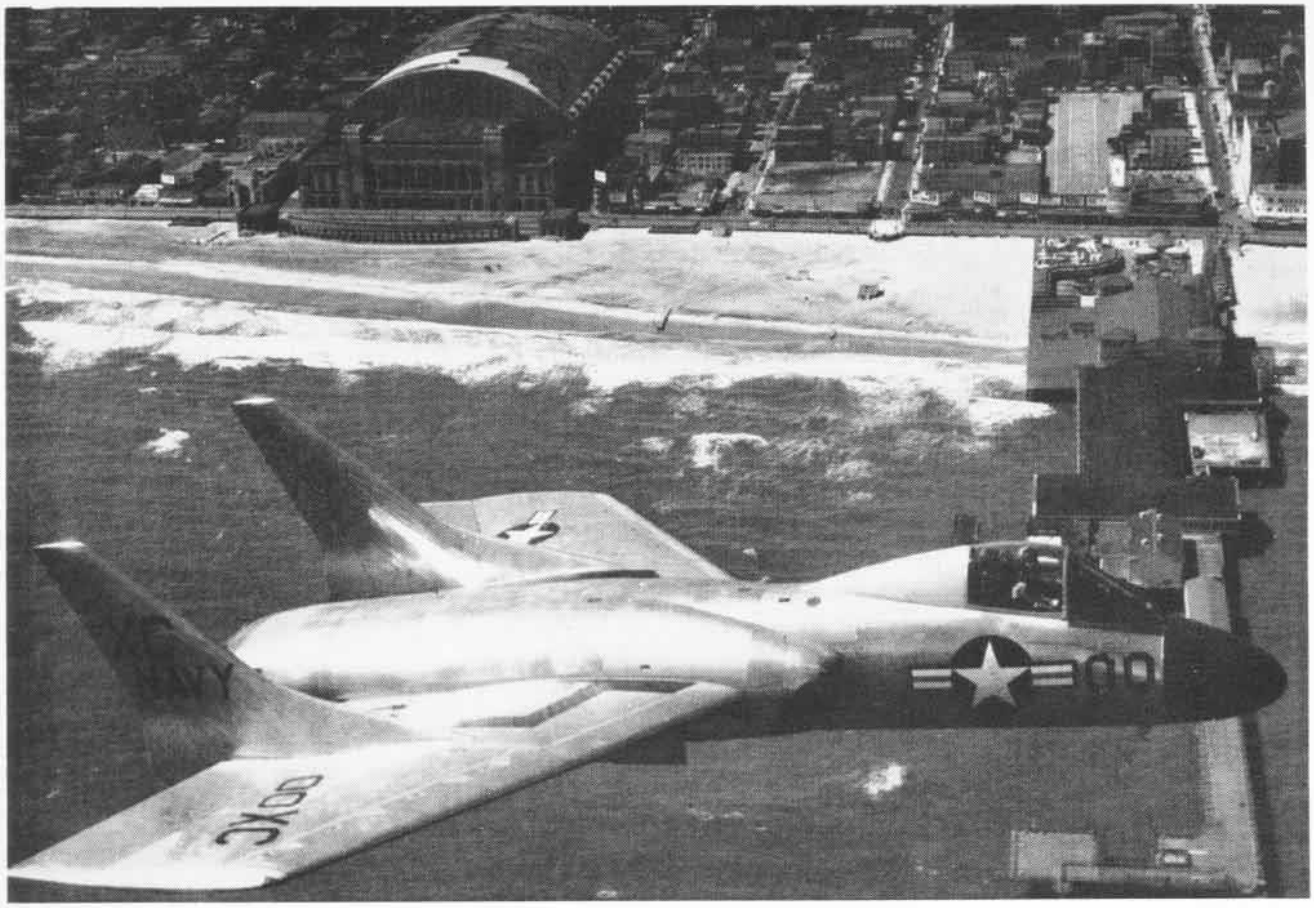


WHERE ARE YOU?

Globe-trotting aviators should recognize these spots from the air. In the upper an F7U-3 overflies a pier. **Answers last pg.**

THOSE BIG GOLD WINGS

THE GOLD wings on a naval aviator's chest have always been a mark of distinction whether they grace the commanding officer's blouse or the name patch on the newest ensign's flight jacket. Chances are too, that the man wearing them is a former Naval Aviation Cadet, or NavCad. Since 1936 when the NavCad program began with six classes entering Pensacola, over 60,000 former cadets have won their wings. Many of them have continued Navy flying.

The job of getting the right guy into the NavCads has had it ups and downs over the years as interest in things military rises and wanes in the minds of Americans. That job has been doubly tough because just anybody can't be a NavCad. Naval aviator material must be better than run of the mill, and it must have a keen motivation for flying and leadership or it never makes the grade as a Navy pilot.

The popular press and some NavCad recruiters bucking a quota have at times said that some of the glamor of the wild blue yonder has rubbed off—in short, "Flying ain't the big adventure it once was, son." This isn't necessarily so, because in the fiscal year just past the NavCad quotas were filled past 100% mark, but that word "motivation" still posed some puzzles. Research psychologists at Pensacola's Naval School of Aviation Medicine have done some systematic work to determine whether, or why, motivation for flying was lacking.

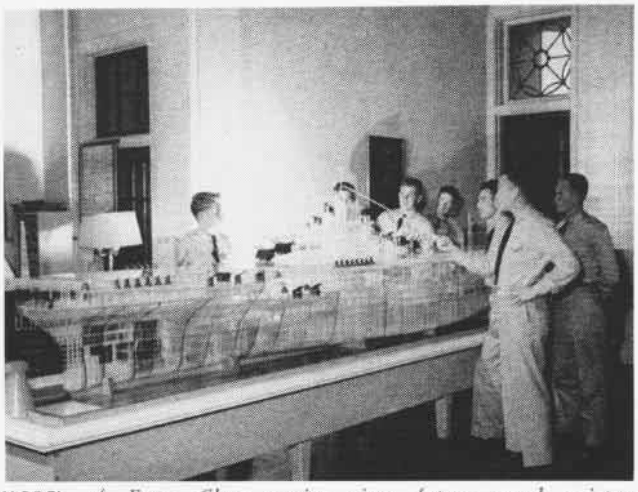
For the past three years psychologists have been interviewing every cadet who has left the program to find out why. This data is used for making recommendations to build NavCad motivation factors.

FLIGHT LINE *at Saufley Field is a familiar scene to many of the 60,000 former NavCads who have won their wings of gold since the NavCad program first opened in 1936.*

these recommendations and improved selection procedures at recruiting level are indicated by the attrition statistics. In Fiscal 1950 there was a 44% drop-out for all reasons, and in 1951 this went to 33%. Attrition dropped another two percent in 1952, and Fiscal 1953 showed a 23.7% attrition.

Among the recommendations made, some of which are already in use in the Training Command, are the need for early flight experience prior to a cadet's reporting to pre-flight school, a clear definition of cadet status, and a greater recognition of achievement. Others include a more formalized program to enable cadets to air grievances, anxieties and doubts to superiors.

CORRY FIELD *flight instructor conducts a "skull practice" session with a group of NavCads before a local training flight.*



MODEL *of Essex Class carrier gives future naval aviators preliminary knowledge of ship construction and nomenclature.*

SUCCESSFUL NavCads have been interviewed too. The main difference between them and those who leave training is a real love of flying. Surprisingly enough, successful student aviators came up with some of the same "gripes", about flying and military life that the "drop-outers" did. This led to the conclusion that a "tolerance" level is in operation. Those below this level discontinue flying, and those above it go on to a successful flying career.

The aviation psychologists have pigeon-holed reasons for leaving flight training into five categories: dislike of flying, dissatisfaction with Naval Reserve policy, outside social pressures, dislike of military life and personality adjustment.

Dislike of flying includes fear, air sickness, boredom and lack of confidence in handling planes. Dissatisfaction with policy principally involves length of service and future recall eligibility. Outside social pressures include family fears of flying, girl friends, civilian job opportunities, desire to continue college, and the ever changing draft situation. Dislike of military life includes all the familiar "gripes" which are old hats to anyone who has done a tour in the service.

The psychologists at the Naval School of Aviation Medicine realize that an evaluation of student aviator motivation is a complex problem, and there is still more room for study.

Recommendations have been made based on the information at hand to improve cadet motivation and to minimize withdrawals. Positive results of

Many of the problems involved with motivation can be solved before they start by recruiting in the first place properly motivated candidates. This is easier said than done.

In January 1950 procurement was lagging, so responsibility for recruiting NavCads was assigned to the Naval Air Reserve Training Command on the theory that after fleet service pilots would naturally return to their home areas to civilian life and continued flying in the reserve. Recruiters from reserve stations were just getting well underway—and then came the flood, the Korean War. There were so many potential NavCads that candidates were backlogged. Recruiting and publicity stopped.

A year later the backlog was almost gone. A new input plan was put into

effect and recruiting was resumed. The only trouble was the list of eager prospects of the year before had vanished. This meant real digging for those charged with the responsibility of getting NavCads. Personnel and publicity were put on the job. Teams went into the "bush" and brought back their men. Fleet units, the Blue Angels, NavCad Choir and Drill Team, Fleet Home Town News and NANews helped too.

IT TOOK AWHILE for all this action to get rolling, but since March this year the quotas have been passed. The NavCads are once again coming in.

Changes in the Navy's flight training program, aimed at producing a better-equipped fighting pilot in the same 18-months training period, are underway at the Navy Training bases.

Biggest change probably is the inclusion of seven weeks of advanced instruments all-weather flight as the first phase of a student's advanced training, whether he be single-engine or multi-engine. Heretofore, multi-engine pilots have been turned out without this training. All-weather training was a "post graduate" course taken by single-engine pilots.

The program calls for moving of basic instruments course to the final phase of basic training, with basic carrier qualifications moved up to the third phase. Until Sherman Field is completed, its part in the basic and advanced training program will be handled by other training stations.

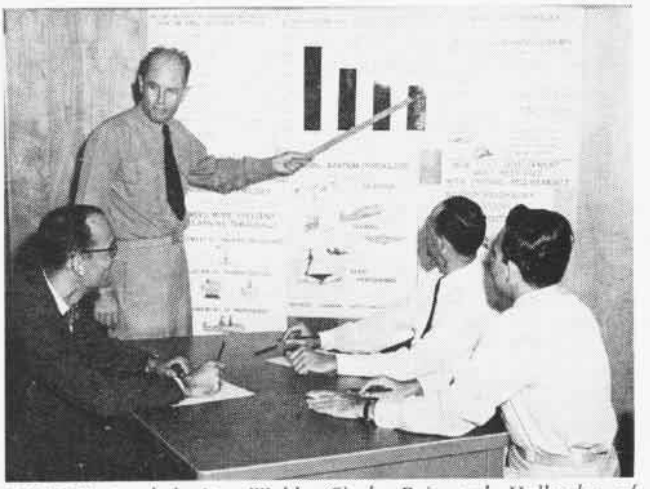
The Navy will work into the new program gradually as stations and commands make the change-over. Following pre-flight the student will get 12 weeks of precision and acrobatics flying at Whiting or Barin Fields, followed by six weeks of tactics at Saufley, five weeks of gunnery and carquals at Sherman (Barin in the interim) and finish basic with five weeks of instrument and night flying at Corry.

The new program will provide seven weeks of advanced instruments in T-28's for carrier-type pilots at Corpus, Kingsville or Chase fields. Multi-engine pilots will fly SNB's for advanced instrument work at Hutchinson for 11.5 weeks. Following this they will get 12.5 weeks in either P4Y, P2V or PBM.

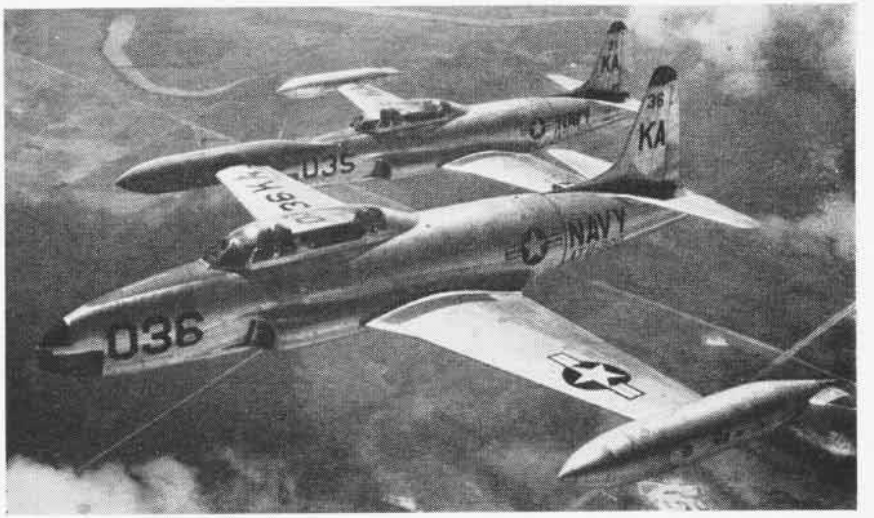
After they have finished advanced instrument training at Hutchinson, multi-engine pilots will be given 6.5 weeks of landplane flying at "Hutch" in P4Y's, followed by six weeks in P2V's or P4Y's at Corpus. Seaplane pilots will fly PBM's at Corpus for 12.5 weeks. Then each type will join the fleet qualified as an all-weather pilot.

Fighter pilots in advanced training will fly TV and F9F jets for 14 weeks, then go to the fleet for their carrier qualifications, until such time as jet carquals can be given in the training command. Pilots destined for attack planes will get 14 weeks of advanced training in TV's or F9F's if destined for jet attack planes or in T-28's and AD's if in props. VS pilots will fly TBM's for four weeks until S2F's are available.

ROOMMATES *only used to hear NavCad grievances and doubts. Now, weekly meetings pass comments thru channels to officers.*



RESEARCH *psychologists Webb, Clark, Bair and Hollander of NSAM Pensacola discuss training attrition and NavCad motivation.*



PRECISION *flying is fundamental to naval aviators from their first flight on thru their career. Future fighter pilots fly TV-2's like these in advanced training.*

GRAMPAW PETTIBONE

Nothin' But Problems

The pilot of an FG-1D with six hours in type aircraft was cleared on a ferry flight. He planned his cross-country flight carefully, estimating two hours en route to his point of first intended landing. On arriving at his destination, he requested landing instructions and was informed of a cross-wind from the right of 10 knots with gusts to 18 knots on the landing runway. Following his first approach, the pilot made a three point landing in the first third of the runway using 30 degrees of flap. At this point we pick up the pilot's statement.

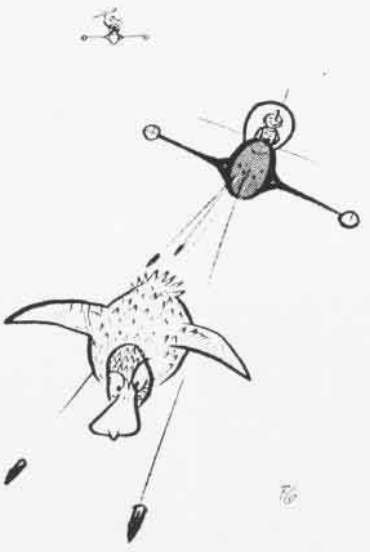
"As I reached for the flap handle to dump the flaps, a strong gust caught my starboard wing and picked it up fast. I kicked right rudder and eased on power to recover and go around for another landing. The combination of the airplane's natural tendency to roll to the left with high power at low speed and the left ground loop started by the gust of wind made the situation delicate indeed, and I drug my left wing damaging the port aileron and flap."

That last sentence is indeed a masterpiece of understatement as evidenced by the knotty problems encountered immediately thereafter.

"I had the additional problem of avoiding two *Corsairs* taxiing back along the downwind (left) side of the runway on the taxi strip. If I took off power and dumped the gear, I felt that I would crash into the first *Corsair,* and with too much power I certainly would have hit the second *Corsair* as he was broadside to me.

"I therefore continued under reduced power to recover from the ground loop. In so doing I made a turn of approximately 90 degrees to the runway, going between the two *Corsairs* which fortunately for all of us had come to a stop.

"Once past them the next problem was to miss a line of parked aircraft and the hangar which was dead ahead.

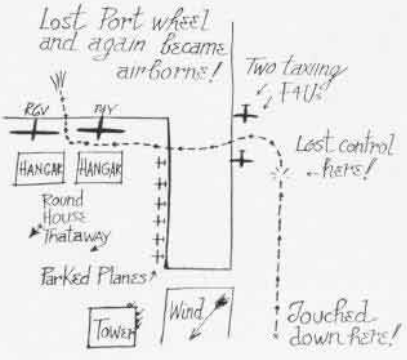


I managed to miss these obstacles, and my next problem was to avert a collision with an RGV *Constitution* and a P4Y parked SW of the hangar. I made about a 90 degree turn to the right and passed between these two planes.

"At this point, the aircraft became completely controllable and I added full power and became airborne. . . . Just prior to becoming airborne, I felt a slight jar."

Grampaw Pettibone Says:

Great balls of fire! For a minute there I didn't think that you were going to make it! That slight jar you heard was my teeth rattling from shaking my head while reading your statement.



I would like to say that this lad's problems ended there, but unfortunately they didn't. He tore off his port wheel on an embankment just prior to becoming airborne. Unaware that he had lost a wheel, and noticing that he had developed a severe hydraulic leak, he used his air bottle to ensure that his landing gear was locked down. When informed of his predicament and unable to unlock his wheels to make a wheels-up landing, the pilot made a one wheel landing on the runway, causing strike damage to the aircraft. He was not injured.

It may be news to some of you, but the *Corsair Pilot's Handbook* states "Cross wind landings can best be made by landing with the tail slightly up—not three point—and somewhat less than normal flap angle."

I can't help but have a feeling that there must have been some place during the 1800 feet of ground travel to abort the takeoff. Any time that you've got a groundloop well under way as this lad did, you're just asking for serious trouble if you try to become airborne again. An aborted take-off in this case would in all probability have caused less damage to the aircraft, and certainly would have saved the pilot a few grey hairs.

I don't know how many landings in type this pilot had before this flight, but he only had six hours total flight time in type including the two hour flight just preceding the accident. The requirements of OPNAV INSTRUCTION 3710.6 are such that the greatest probability of a pilot-caused accident on a ferry flight is limited almost exclusively to landings and take-offs, and I agree wholeheartedly with the recommendation made by the accident board that ferry pilots should have a minimum of 10 hours plus a minimum of 10 landings in type to be considered qualified. After all, the primary consideration in ferrying aircraft is the safe and expeditious delivery of aircraft.

There were no eye witnesses to verify the latter portion of the path of this aircraft (except the pilot's word) as it disappeared from view behind the hangars. That's not too hard to understand. The old saying "Head for the roundhouse, you can't be cornered there" was probably taken literally by any potential eye witnesses who happened to be around.

How to Get Electrocuted

The pilot of a TBM was cleared for a local GCA flight. Unable to establish communications with GCA, he proceeded to a small town within the local operating area. Recognizing a friend's ranch, he decided to make his presence known. One low pass was made over the ranch at 200 feet, followed by a second with the gear extended.

During the second pass at an altitude of 35 feet, while the pilot was waving at his friend, the plane struck a large number of telephone wires paralleling a highway adjacent to the ranch. The plane continued across the highway, striking three heavy copperweld 2400-volt power lines.

The pilot made a pull-up just in time to miss a 33,000-volt power line, but the wires trailing from the wings and landing gear dragged across this line shorting all power circuits. Fortunately, the pilot made it back to the field and landed in spite of the numerous wires hanging from the aircraft.

Grampaw Pettibone Says:

Son, all you needed was to have wet feet and you probably would have gotten a bigger shock than you got from the aviator's disposition board! It seems that someone has to pull a fool stunt like this about every two months. It's about time you lads realized that you can't possibly win on a deal like this. You're either dead or you have jeopardized your life, your status as an aviator, and certainly the welfare of your family. That old theory that "it can't happen to me" is all wet, because it can and will.

The next time you get into the wild blue yonder and get an urge to impress your friends, just make about two 360° turns first. While you're making those turns, think about your future and remember "The best thing that you can keep for your old age is yourself."

It Could Happen To You

The pilot of the F4U shown here started his approach low and continued to be low throughout his approach. The LSO gave several low signals and the pilot climbed to just under the ROGER altitude prior to entering the groove. As the wings of the aircraft started to level out, the nose dropped and the aircraft started to settle. The pilot was given a low dip followed by a come-on. A waveoff was given immediately after the come-on. The pilot took off power and dropped his nose still further on the waveoff before adding full power. The photographs show the fatal result.

Grampaw Pettibone Says:

The pilot in this case had a total of 558 hours in type and 115 carrier landings without an accident.

Unfortunately, aircraft accidents happen to experienced pilots as well as to the inexperienced, although not quite as often. If you find yourself badly out of position during a carrier approach, your best safety device is an early self-imposed wave-off. If you feel certain that the approach can be salvaged—then answer the signals promptly and correctly. Even if you've gotten a cut on your last 50 approaches, don't be sure that you're going to get one on the 51st. Anticipating a cut has gotten plenty of experienced pilots into very serious trouble. You may get a little more ribbing for taking a couple of waveoffs, but it certainly is a lot safer.

An Honest Man

Recently a pilot manned an F4U-5N for night carrier landing practice. His first pass resulted in a wave-off due to being long in the groove. On the second pass he was still a little long and low but answered the LSO's low signal by adding power and was in good position at the cut. Following the cut the aircraft floated up the deck into the barriers.

The LSO states "The pilot made a fair second approach, though a little long in the groove. At about the 45 degree point he was a little low but ended up in good position at the ramp. At the time I cut him, I knew he was slightly fast, and an instant later I realized he was very fast and going into the barriers. This accident was 100 percent LSO error in judgment."

Grampaw Pettibone Says:

Well, if you insist, I won't argue with you. That background noise you hear is a few cheers for your honesty.

However, carrier landing accident statistics show that the majority of all such accidents are attributed to improper pilot technique in landing after the "cut" signal—usually diving for the deck or holding off and floating.

Gee whiz, fellows, why don't you give yourself an even break and learn how to land that bucket of bolts. It'll sure save you a lot of embarrassment, and maybe you can get the LSO to smile a little.

KOREAN AIR WAR

EDITOR'S NOTE: Long after the truce was signed, stories of the Korean Air War continued to filter into NANews. Because these exploits in the last days of the war still make good reading and the pilots deserve some credit, NANews is running the Korean Air War again this month.

SOUTH *Korean farmer, busy with late spring plowing in his rice paddy, pays little attention to Marine helicopter, forced to land temporarily on road near Panmunjom.*

AD Night Interceptor

The versatility of the Marines and their airplanes paid off in Korea in the last days of combat. They adapted an AD *Skyraider*, night intruder version, into a night interceptor to take care of "Bedcheck Charley."

To combat Charley's nuisance raids, MAW-1 stationed two of the AD's at a forward air base that was receiving the brunt of the raids. Originally intended as an intruder-type, single-place aircraft, the planes were rigged so that radar gear and a radar operator could be carried in the belly.

Radar normally used for night interception was not adaptable, so a type of radar-bombing gear was installed and made suitable for this purpose. Two planes, piloted by Maj. Robert H. Mitchell and Maj. George H. Linnemeier, were assigned to fly night combat air patrols.

Maj. Linnemeier got his kill, a PO-2, but ended up in an enemy flak trap and almost got shot down himself. The following night, Maj. Mitchell damaged his "Bedcheck Charley" but was overtaking him too fast and had to break it off.

The pilots described this type of flying as rather "hairy." In order to compete with "Bedcheck Charley," they had to fly at a speed of 90 knots and at an extremely low altitude. The terrain over which they flew was from 800 to 4,000 feet altitude.

Here the radar operator came in real handy. While tracking the enemy plane, he also "mapped" with his radar gear, keeping the pilot informed of the terrain ahead, so that he could pull up or cut through ravines as necessary.

He Wouldn't Ditch

Landing an F2H *Banshee* without a nosewheel is about as easy as learning to ride a unicycle. Successfully landing such a plane on the deck of a fast-moving attack carrier is little short of miraculous.

Lt. (jg) Eddie I. Coleman performed the miracle when he landed his jet on the *Boxer* after returning from a reconnaissance mission over North Korea. As he approached the carrier for a landing, he discovered his nose gear wouldn't lower. Housed in the nose section of his jet were some of the finest cameras in the world—fragile, handmade precision equipment used in mapping the battle zone from high altitudes at high speed.

After trying every roll and jerk possible in an effort to shake the forward landing gear down, Coleman radioed the *Boxer* for permission to attempt the hazardous landing rather than ditch his plane and cameras. All eyes were focused on the plane as it winged into position and received the "cut off" from LSO Lt. (jg) Dale E. Shover.

Luckily, Coleman set his plane down on the one spot on the *Boxer's* flight deck where his arresting hook would grip the deck cables just as the wheels touched the deck. Cable pressure prevented the plane's nose from tipping forward.

As the plane teetered off balance, the flight deck crew raced to weight down the tail, while another crewman lowered the jammed nose gear. A possible costly mishap had been averted and thousands of dollars of delicate aerial cameras had been saved.

Only a tiny scratch on the bottom of the plane's nose attested to a pilot's skill in avoiding catastrophe.

He's Not Superstitious

After returning from a mission, Ens. Joseph E. Jannotta was willing to admit that 13 must be his lucky number. He had just completed his 13th mission over Korea on the 13th of the month in Corsair #13.

Jannotta had a field day against Communist transportation facilities in and around besieged Wonsan. He destroyed two bridges and wrecked three trucks.

Just Like Home

It's a sad day when the sailors aboard ship have nothing left to gripe about. That's what happened aboard the *Philippine Sea.*

The skipper, Capt. Paul H. Ramsey, felt that long hours of steaming, replenishing and keeping the ship's planes on enemy strikes was deserving of reward. Accordingly, he implemented a policy of allowing the men to sleep

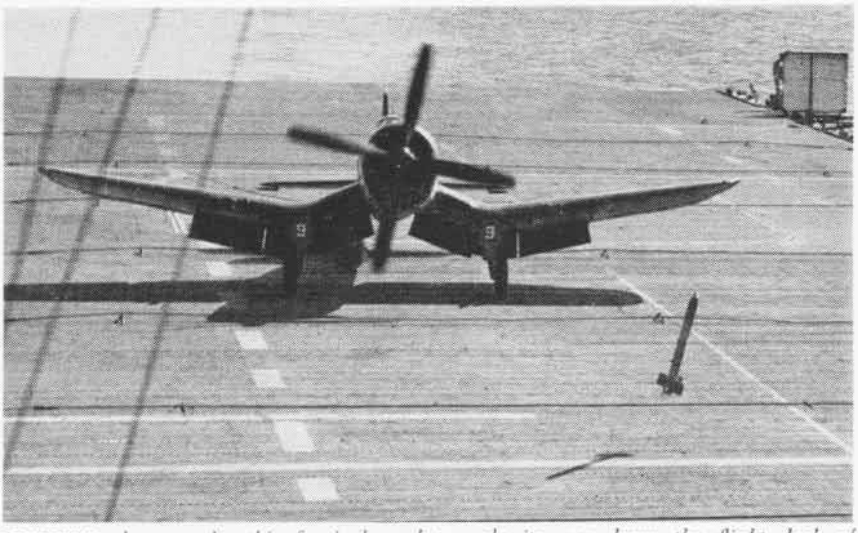
in until 0900 whenever the ship was steaming to port from her operations with TF-77.

This went over fine with the crew, but none of them was prepared for the shock that came the next morning. Off went the sound of the boatswain's pipe. However, no harsh words of "Heave out and lash up," grated the ears of the late sleepers.

The boatswain had gotten into the swing of things too. "Now this is your friendly boatswain's mate," came his dulcet voice. "I hope you all feel rested after your long sleep."

Then came the shocker. "There are coffee and rolls in the mess hall for any of you gentlemen who care to partake." The ship's band then played "You can't get 'em up in the morning."

Said one crewman with a big grin, "Can you imagine a boatswain talking like that? I was too shocked to eat."



BOUNCING *dangerously, this five-inch rocket made its way down the flight deck of the Bairoko. The rocket was jarred loose under the impact of the Corsair's landing.*

As Good as New

A crippled *Panther* shuddered to a stop in the mud after an emergency landing at an Air Force field in South Korea. Damaged by enemy ground fire, the pilot was unable to return it to his home base, the *Princeton*.

He landed at 1945. The next day at 1400 he took off for his carrier, his jet equipped with new wings and the other battle damage repaired. His plane was an example of Navy and Marine Corps teamwork at its finest.

Shortly before the Navy pilot made his emergency landing, a salvage crew from MAG-33, led by Lt. Floyd Seamans, had just finished loading a Marine *Panther* on a flatcar for shipment back to an MAW-1 base. The jet had landed at the AF field after receiving damage in an earlier raid on the Reds.

The pilot and Lt. Seamans got together. With two damaged planes available, why not see if they could put one of them in flying condition again? Seamans called his base and received permission to replace the Navy plane's damaged wings and tip tanks.

The Marines went to work and unloaded the needed parts from the railroad car. They borrowed portable flood lights and starting at 2330 worked through the night. The Navy jet was ready to fly by 1130 the next morning. The jet was gassed and the pilot was able to return to his carrier.

SHAKEN *loose under impulse of catapult that launched Marine Polka Dot Corsair, 500-pound bomb barely clears forward end of flight deck on the escort carrier Bairoko.*

Monument to Marines

In the small city of Pohang, MGen. Vernon E. Megee, Commanding General of MAW-1, accepted a monument dedicated to the officers and men of the wing who have lost their lives while serving in Korea. Pohang was once the scene of bitter fighting as UN forces stemmed the tide of onrushing North Koreans.

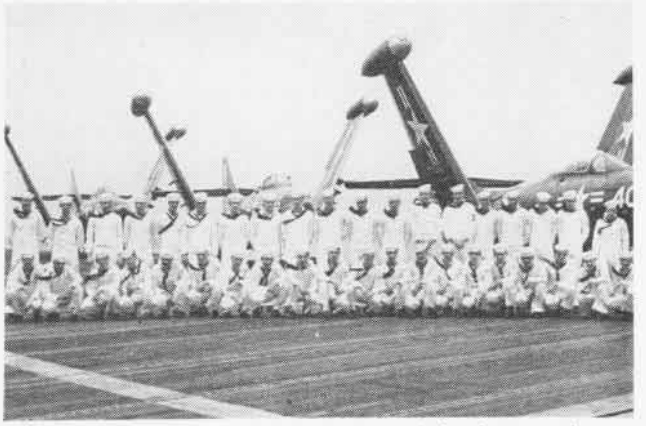
On the face of the monument reads the inscription: "Dedicated to the officers and men of the First Marine Aircraft Wing who gave their lives in defense of the Republic of Korea. May this monument serve as a symbol and an inspiration to the generations of the future to fight for the principle of a free world."

Three Times is Out

While flying a reconnaissance hop between two rows of mountains near Ambyon looking for trucks moving supplies and troops southward, Lt. P. A. Hayek's plane was hit by a 37 mm shell.

The VF-52 pilot's first reaction was, "this is it . . . I've had it." He thought he was going in. After he realized he could control the plane, he headed for the Sea of Japan to give the plane a thorough check before deciding to ditch it or try to bring it back. It checked

VICE-VERSA, *successor to the Blue-Tail Fly, swings around on deck edge elevator before being taken below to hangar deck.*



PART OF *the record-breaking 39 sets of brothers serving together aboard Princeton assemble on flight deck for picture.*

okay, so he headed for the task force.

He brought his *Panther* aboard the *Boxer* in what was termed one of the best landings ever witnessed. The right elevator was inoperative and most of the maneuvering had to be done by the trim-tabs on the left elevator.

It marked the third time Hayek had brought the same jet aboard after being hit by flak. He said, "That's the last time . . . you can press your luck just so far."

Hocus Pocus

A Navy carrier pilot and his crewmen, flying their first day mission in their night attack-bomber, practiced a little black magic of their own. They parlayed a 250-pound bomb into an explosion which looked like a miniature atom bomb.

Lt. Dan C. Downs and his radarmen, J. P. McCarter and T. J. Joyce, completely wiped out a Communist rear area ammunition dump near Yong-dong-ni. The building was a block-and-a-half long and looked almost square. When the bomb hit, a huge ball of fire shot up and then thick, gray smoke rose from it, making it look like an A-bomb had gone off. The smoke went up to about 3,000 feet.

The radarmen said the building looked like a house someone had moved off its foundations.

"Now you see it, now you don't," said McCarter. "The explosion must have spread bricks for ten miles."

"It happened almost too fast," added Joyce. "I saw the explosion, but by the time we banked around, there wasn't anything left but a lot of smoke."

Vice Versa

With the departure of the *Blue-Tail Fly* from the decks of the *Princeton,* the crewmen discovered that they missed the odd-looking plane. When Lt. Robert E. Chaney crash-landed his *Panther* on an emergency airstrip in Korea, the flak-riddled tail section of the plane was replaced by the still-intact tail of another damaged *Panther.*

As the war ended, the crewmen had another two-colored plane flying from the carrier. It was named *Vice Versa,* successor to the *Blue-Tail Fly.*

Noseless Seadog

Jet fliers on the aircraft carrier *Philippine Sea* are no longer wondering if their *Panthers* will fly without a nose piece.

That question was answered for them and all other pilots by Lt. Hugh N. Batten. He brought his plane home to the carrier looking as bare as Jimmy Durante would if he ever lost his famous proboscis.

Batten was making a rocket and strafing run on a Communist troop billeting area southwest of Ambyon, when a direct hit from an anti-aircraft battery caught him literally "right on the nose." The pilot wasn't sure what damage had been done to his plane, so he radioed his wingman for a rundown of damage. He received a "lean forward and look down" reply. Upon doing so, Batten saw the nose piece had been torn from his *Panther.*

Except for a slight vibration and decrease in speed, his plane was handling normally. After making another target run without the nose, Lt. Batten returned to the *Philippine Sea* without further incident.

Family Ship of the Fleet

Last year the *Princeton* attracted wide attention when an on-board count revealed 32 sets of brothers. This year she broke her own record with an increase to 39 sets. The combination includes several sets of twins, as well as one trio of brothers.

The men are assigned to almost every department aboard ship. While their battle stations may sometimes be widely separated, routine duties help to keep them in constant contact with one another. On the few days each month that the *Princeton* docked in Japan for a rest from her constant pounding of the enemy in Korea, the brothers were given an opportunity to spend their liberties together.

Sorties Come to Halt

As the truce was signed at Panmunjom, the planes of five aircraft carriers were idle for the first time since the outbreak of the Korean conflict. The *Champlain, Boxer, Philippine Sea* and *Princeton* were operating off the east coast and the escort carrier *Bairoko* was on the west coast when the dotted line was filled in.

During the last week of air operations, the carriers of TF-77 twice broke the record for number of combat sorties flown. After flying a record number of 592 sorties Sunday, the carriers found room for improvement by flying an all-time high of 596 the next day, to be followed by 611 and 654 sorties the

LT. RALPH *Ripple points to his name on the landing scoreboard for 60,000th landing.*

next two days of that last week.

The *Boxer* was in her fourth tour of duty in the combat zone at truce time. She distinguished herself by recording her 61,000th flight deck landing, made by Lt. Charles L. Chute, to lead all active carriers in that department. As of June 30th, the *Boxer* had recorded 59,981 landings, the *Phil Sea* 58,212 and the *Valley Forge* 51,458.

That Ominous Feeling

When a fast jet plane is hit by flak, the sensation is like "driving down a smooth highway and suddenly hitting a chuckhole." That's the way Lt. John W. Fornof described it when he brought his schrapnel-riddled *Panther* home to make a next-to-impossible landing on the flight deck of the *Boxer*.

An eight-plane flight was headed for the carrier after completing an aerial strike over Korea. It was when they approached the rugged coastline through skies flecked with an intense flak screen that Fornof felt that ominous "chuckhole."

Unable to spot any damage to his craft, he radioed his wingman, who replied, "You've got a hole in your wing. In spite of the damage, Fornof made a final strafing pass with his flight on supply vehicles on a road below. Pulling out of the run, he noticed his elevator wasn't functioning properly.

Nursing the crippled plane back to the ship was simple in comparison to the task ahead. The real test was landing without flaps. Approaching the *Boxer*, he was forced to maintain excessive speed to keep the nose of the plane up—a dangerous situation for a pilot making a carrier landing.

The *Panther* approached the deck at a bullet-like pace, but arresting gear brought it to a jolting halt. Flight deck personnel and Fornof were amazed to see the damage to his plane. His left-wing control flap had a hole big enough for a man to put his head through. A tail assembly elevator cable was severed and another elevator was off its track.

Just Like a Sponge

All of the pilots in VF-153 aboard the *Princeton* liked to have Lt. (jg) George M. Benas, Jr., fly with them. They claimed he soaked up all the flak in the sky. He was hit seven times during two Korean tours.

His first tour with CAG-15 aboard the *Antietam* ended with him having been hit five times. On three occasions, Benas had his hydraulic lines pierced so badly that he was unable to apply flaps when landing.

The last of those five hits was the most scary. A 37 mm shell entered directly under the cockpit and veered to the right, missing his leg by a scant few inches. Luckily, it didn't explode as it passed through the cockpit and the starboard side of the plane. Benas was awarded the Purple Heart when the shell splattered schrapnel which entered the right side of his neck in two places.

As he landed, the plane nosed to the deck after his tail hook caught an arresting cable. This was because a hydraulic failure wouldn't permit him to lower his nose wheel.

Actually, the worst of his hits was his sixth. A 37 mm shell struck the nose of his plane, exploding inside and ripping the electronic gear. Returning aboard, he discovered that the ammunition cans containing high explosive incendiary shells were peppered with flak. If the schrapnel had hit any of the shells, the plane and Benas would never have returned to the carrier.

"TOO CLOSE *for comfort," Lt. J. W. Fornof thinks as he surveys damage to his plane.*

FLAK *sponge, Lt. (jg) George Benas, is congratulated by Cdr. Parks aboard Princeton.*

Seven-Man War

Members of VC-35's Team #18, which spent six months plastering North Korea in night-attack Skyraiders, received as souvenirs a three-page pamphlet entitled "The Benzedrine Boys over Korea, or, Life Can Be Difficult, by A. North Korean."

Since it lacked the funds to put out a more elaborate cruise book, the Baker unit listed its "score board" for the Korean fray from January to June, 1953. The box score included 12 locomotives destroyed and 10 damaged, 129 boxcars destroyed and 57 damaged, 120 trucks destroyed and 70 damaged, 298 buildings destroyed and 166 damaged, three bridges cut and 8 damaged, 59 rails cut and two power plants destroyed and three damaged.

On 325 sorties the VA(N) team dropped 150 tons of bombs and fired 56,230 rounds of 20mm ammo. The seven pilots—LCdr. W. C. Griese, Lts. W. H. Herrick, C. C. Walstrom, E. J. Weinbeck, W. E. Decker, B. W. Warren and H. R. Counihan—won six DFC's, 55 Air Medals and six letters of commendation.

● MCAS CHERRY POINT—June may be a month of weddings but Cherry Point storks worked overtime to deliver 109 babies.

NAVY AND MARINE RED-BAGGERS

BURIED in Navy tally sheets for Korean combat destruction is the little-known fact that U. S. Navy and Marine Corps pilots have shot down at least 35 Red planes during their infrequent meetings with only four losses in aerial combat.

Because the Navy was fighting a different kind of air war, its scope of operations took it off the course of *Mig* channels. Its job was the unglamorous and unheralded affair of ground support missions and supply destruction.

However, if a fight was in the offing, the opposition was met eagerly. Even the outmoded World War II propeller-driven planes, used mainly as attack-bombers, joined the fun when circumstances dictated. It was while flying a *Corsair*, from an Air Force airfield, that Lt. Guy P. Bordelon became the Navy's first Korean ace, earning the Navy Cross and the title of "first Bed-Check Charlie ace."

Listed below are the Navy and Marine pilots who have shot down Communist planes. This list is as complete as public information sources available in Washington, D. C., permit. NANEWS will welcome any information about omissions or corrections.

1. LCdr. W. T. Amen, F9F, MIG-15 on 9 November 1950.
2. Capt. Philip C. DeLong, F4U, two *Yaks* on 21 April 1951.
3. Lt. Harold Daigh, F4U, *Yak* on 21 April 1951.
4. Lt. Simpson Evans, F-86, MIG-15 on 1 June 1951.
5. Lt. Walter M. Schirra, F-84, MIG-15 on 23 October 1951.
6. Capt. William F. Guss, F-86, MIG-15 on 4 November 1951.
7. LCdr. W. E. Lamb, F9F, MIG-15 on 18 November 1951.
8. Lt. R. E. Parker, F9F, MIG-15 on 18 November 1951.
9. Ens. F. C. Weber, F9F, MIG-15 on 18 November 1951.
10. LCdr. Paul E. Pugh, F-86, MIG-15 on 6 December 1951, another on 22 December 1951.
11. Major Alexander J. Gillis, F-86, 3 MIG-15's, no dates available.
12. Capt. V. J. Marzello, F-86, MIG-15 on 5 March 1952.
13. Capt. Jesse G. Folmar, F4U, MIG-15 on 10 September 1952.
14. Major William Stratton, F3D, YAK-15 on 3 November 1952.
15. Capt. O. R. Davis, F3D, MIG-15 on 6 November 1952.
16. Lt. (jg) John D. Middleton, F9F, MIG-15 on 18 November 1952.
17. Lt. Royce Williams, F9F, MIG-15 on 18 November 1952.
18. Lt. A. J. Corvi, F3D, PO-2 during last of November 1952.
19. Major E. P. Dunn, F3D, MIG-15 on 12 January 1953.
20. Capt. J. R. Weaver, F3D, MIG-15 on 28 January 1953.
21. LCol. R. F. Conley, F3D, MIG-15 on 31 January 1953.
22. Major George H. Linnemeir, AD, PO-2 on 15 June 1953.
23. Major John F. Bolt, F-86, six MIG-15's, no dates available for first four, fifth and sixth on 11 July 1953.
24. Lt. Guy P. Bordelon, F4U, two YAK-18's on 29 June 1953, two YAK-18's on 1 July 1953 and a *Lavochkin* on 17 July 1953.

Despite the fact that most Navy and Marine pilots would have liked to tangle more often with the *Mig* fighters, they did not feel too apprehensive about not doing so. As an unidentified Navy airman sagely observed, "Everyone would like a *Mig* kill. It's glamour and front-page stuff, but *Mig's* didn't carry rockets and rice to the Reds' front lines and that's what killed our soldiers . . . well-supplied enemy troops."

POWERED *by a Curtiss-Wright built J-65 Sapphire jet engine, the latest of the line of the Navy's FJ-1 Fury is the new FJ-3 fighter by North American. The 7500-pound thrust axial flow jet replaces the J-47 which has powered the FJ-2 and F-86, with 6,000 pounds thrust. With all this extra power, the FJ-3 is expected to be considerably faster than the earlier versions, which have been flown over 700 mph. The J-65 is the American version of the Sapphire, designed and built by Armstrong Siddeley in England. It also is in the F-84F. Since the engine is larger, the plane's size also was increased slightly.*

Three Saves in 3 Minutes

Helicopter from Salem Rescues Fliers

USS SALEM—Three lives saved in three minutes.

That is the record of an HUP helicopter piloted by Ens. Durwood R. Grafton flying plane guard for the carrier *Franklin D. Roosevelt* on 19 July. An AD-4N ASW plane with three men aboard had engine failure during take-off, plunging into the water in front of the ship.

GRAFTON, STODDARD BESIDE RESCUE 'COPTER

Grafton moved in for the rescue as soon as the plane began to lose altitude. For 15 seconds the helicopter was unable to move into hoisting position because of the upright angle of the plane's tail.

As soon as the AD sank the first of the three crewmen was hoisted out of the water, closely followed by the second. The added weight and bad crosswinds made rescue of the pilot more difficult, almost pulling the helicopter down into the water.

Through the maneuvering of Robert J. Stoddard, the helicopter crewman, the pilot was pulled free of the water and the three survivors landed on the carrier. The chopper was from HU-2 and assigned to the *Salem* mainly for transporting personnel ship to ship.

THE AIR WAR IN KOREA IS OVER

LAST STRIKE—*On the morning of 27 July, Panthers and Banshees from the Boxer wing back to the carrier after completing their last combat mission against the Communists*

NO CELEBRATION—*Back aboard the Boxer, sober-faced deck crewmen cluster around to hear that the armistice has been signed*

NEWS REPORTER—*Capt. Marshall B. Gurney of the Boxer tells his men the three-year war with Communist invaders has been ended*

LAST BOMB—*These three pilots, Loomer, McGinnis, Keggan congratulate Finlay, in cockpit, for dropping last bomb on the Reds*

NO MORE WAR—*The first night after the armistice sees a Panther jet secured on the Boxer's now all-quiet deck, but still ready*

CARL SETS ALTITUDE RECORD

CARL MODELS NEW ALTITUDE SUIT IN D-558

DURING World War II he shot down 18½ Jap planes and was listed #7 among the Marine Corps' lengthy list of aces.

● In 1947 he flew the D-558-I *Skystreak* to an official speed record of 650.6 miles an hour at Muroc.

● On August 21, 1953, LCol. Marion E. Carl set a new unofficial world's altitude record of 83,235 feet in the rocket-powered D-558-II at the same place, breaking the mark of 79,494 feet set by Bill Bridgeman two years before.

LCol. Carl set the new record during tests of the new Navy high-altitude pressure suit made by David Clark Co. Before taking off, he was briefed extensively by Scott Crossfield, veteran NACA pilot who has flown the little Douglas El Segundo rocket plane numerous times the past two years investigating high altitude and speed data.

Crossfield went along in the mother B-29 which released the *Skyrocket* at 34,000 altitude to provide "last second" assistance to Carl. The plane's rocket fuel was expended at 75,000 feet but his speed carried him on up to more than 83,000 feet.

The altitude reached was determined by radar photo theodolite equipment on the ground and is accurate at that altitude to plus or minus 100 feet, according to NACA experts.

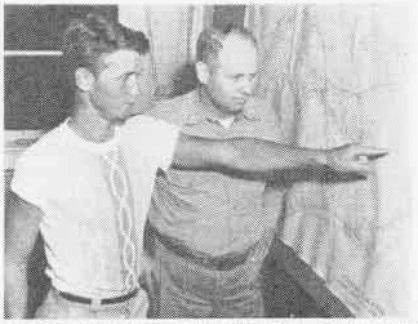
The new mark will not be recognized as official by the Federation Aeronautique Internationale (sanctioning body for official world records) because their rules require a plane take off from the ground under its own power and make four passes at low altitude.

The Clark suit worn by Carl is similar to one made by B. F. Goodrich for the Navy, although it lacks the bubble "canopy" for the pilot's head. It is for use in flights above 50,000 feet where use of pure breathing oxygen alone is not sufficient to keep man alive. It is also needed to keep the body under greater pressure from the outside than the atmosphere has at such levels. In case cockpit pressure is lost, the suit will keep the wearer in an artificial atmosphere where pressure will keep him alive while he descends.

Carl's speed during the record flight was not released but later he flew the plane at 1,143 mph. Bridgeman reached 1,238 mph.

Marines Save Lost Youth

Storm Maroons Boy on Gun Range



PAITE SHOWS MAJ. THOMAS SITE OF RESCUE

MCAS CHERRY POINT—Marooned on a Marine rocket and dive bombing range after he nearly drowned in hurricane *Barbara* and was given up for lost after three days, LeRoy Paite, 17, was rescued by Marine pilots from this base.

Capt. Joseph R. Bolen, station air-sea rescue pilot, accompanied by Capt. Walter S. Catlow were out in a motor boat hunting for boats that were cast adrift by the hurricane. They found Paite, barefooted, sunburned and insect-bitten, near Point of Marsh, virtually in the center of the bombing target area.

Helicopters from the base had flown over the youth after he had swum from his sinking tugboat during the hurricane. Paite was too weak to wave to them for help, and it was merely by chance the two Marine pilots drove their small boat where he was. He had found a K ration can of jelly and spiced this food with raw crabs.

Rotor Blast Halts Flames

Helicopter Rescues Downed Aviator

USS TARAWA—Maneuvering his HUP helicopter so that the rotor downblasts prevented flames from reaching the downed pilot won praise recently for LCdr. Philip J. Grace of HU-2, based aboard the cruiser *Newport News*.

A *Corsair* from the *Tarawa* went into the ocean. The helicopter disregarded the intense heat from burning gasoline and blasted the flames away from the flier until M. J. McCallin, AD2, hoisted him aboard.

'Gramp' Wins Navy Medal

Cdr. Bright Ends 7 Years as 'Seer'

In recognition of his work as *Grampaw Pettibone* for the past seven years, Cdr. Andrew W. Bright has been awarded the Navy Commendation Medal by SecNav Robert B. Anderson.

Cdr. Bright succeeded Capt. Seth H. Warner as "Gramp" at the close of WW II and has served until recently as NAVAL AVIATION NEWS' flight safety editor. During that period, he helped build the crusty old fictional character into the best read military aviation writer.

The Commendation Medal was presented to Bright by VAdm. Ralph A. Ofstie, Deputy Chief of Naval Operations (Air), in behalf of Sec. Anderson. Bright started his naval aviator's career abruptly by being thrown out of a training plane at Oakland Reserve Base in 1938. He had forgotten to fasten his seat belt and came down via his parachute for a never forgotten landing.

VADM. OFSTIE PINS MEDAL ON CDR. BRIGHT

'BLUE ANGEL' EJECTS AT HIGH SPEED

HOW WOULD you like to break the sonic barrier with your bare hands, not even riding in an airplane?

The "Chief Angel" of the Navy's famous *Blue Angels* exhibition flight team, LCdr. Arthur Ray Hawkins, has set what may be a new "speed and altitude" record for the bailout league.

Flying a new F9F-6 en route from Grumman Aircraft plant to Corpus Christi, home of the *Blue Angels*, Hawkins' *Cougar* suffered a malfunction in the longitudinal controls. He was flying with a wingman from his team at about 40,000 feet. The *Angels* were switching from F9F-5's to F9F-6's.

BLUE ANGELS' LEADER HAS HAIRY ESCAPE

When the trouble developed, the swept-wing jet nosed downward despite his efforts to pull out of the dive. At 35° he popped his dive brakes in an attempt to break the screaming dive, went into a vertical attitude, then inverted. Hawkins began to "red out" from the outside loop flight attitude.

Unable to reach the stick or pre-ejection lever on the plane's console, the three-time Navy Cross winner realized he had to get out of the plane but soon. Reaching to the side of the headrest of his seat, he pulled the manual release to remove the safety pin from the catapult so the seat could be fired without jettisoning the canopy. Since he could not pull the pre-ejection lever, he was faced with blowing himself through the plexiglas.

Although the Navy has experimented with ejecting dummies through the canopy of a jet plane, Hawkins is believed the first Navy pilot to use this method of emergency exit. Since he was "floating" inside the cockpit upside down before he ejected, he probably was not in the correct position when he pulled the ejection curtain and fired the cartridge.

ARTIST'S CONCEPTION OF HAWKINS EJECTING HIMSELF OUT OF STRICKEN F9F-6 COUGAR

Seat Gives A Jolt

He was not wearing a pararaft, so when the seat came up and met him he received a slight "charley horse" in his legs from the jolt. He sustained only two minor cuts from the shattered plexiglas as he emerged from the cockpit into the rock-wall slipstream.

Hawkins told BUAER representatives he felt no great shock when the air hit him, although it ripped off his anti-buffet helmet, sunglasses and oxygen mask. He did not remember releasing the face curtain of his seat.

Hawkins said he believed he ejected himself from the seat about 32,000 feet altitude. His wingman thought it was nearer 25,000 feet. That difference in altitude would mean the difference between about 780 miles an hour true air speed and 680 miles an hour. The last he remembered was his gauges showed 400 knots indicated airspeed.

So there was the head *Blue Angel*, flat on his back at 25,000 to 32,000 feet, in 20° below zero temperature, in a light flight suit, with no oxygen at an altitude far above where pilots are supposed to need it to live.

He grabbed for his ripcord but was unable to locate it at first in his semi-conscious condition. He believes his parachute finally opened at about 29,000 feet, but by that time the rapid deceleration had slowed him down so the chute did not rip upon opening.

He tried to slip his parachute by pulling on the risers to increase his rate of fall but was too weak. He lost consciousness for short periods two or three times, possibly from lack of oxygen. While he was descending, the F9F-6 kept in its death dive and crashed near Pickens, Miss., with the wingman following it down then zooming back up to see how Hawkins was doing.

Hawkins' parachute was spotted in the air by a farmer, Arthur Edwards, who was driving a truck. He picked up the pilot and took him to NAS MEMPHIS.

F9F's To Be Changed

The pilot probably owes his life to the fact he was flying a new *Cougar* jet with the safety pin beside the seat headrest which he could pull when unable to reach the pre-ejection lever. This is now being incorporated in all production F9F's. BUAER is issuing a service bulletin to put this feature on all ejection seats where it is feasible to fire them through the plexiglas canopy if it will not jettison.

Whether Hawkins ejected at a speed of 780 or 680 miles an hour, he still wins the honors for being the "high speed champion" of the Navy. Previous record speed was believed to be about 600 mph when LCdr. J. L. "Pappy" Fruin ejected from his crippled F2H at 20,000 feet over South Carolina in 1949. Fruin is now attached to the ejection seat section of BUAER Airborne Equipment division.

NEW MARINE AIR-GROUND FORCE

PANTHERS FROM VMF-214 OFF KOKOHEAD WORK WITH NEW MARINE AIR-GROUND TASK FORCE

MCAS KANEOHE BAY—A new innovation in combat training is being put into practice by BGen. James P. Riseley's 1st Provisional Marine Air-Ground Task Force.

Although the actual practice is nothing more than the air-ground techniques that Marines have used since they first pioneered them in Nicaragua, this is the first time that aviation and ground troops have coordinated their staff and their training schedule in a closely integrated task force, centralized under one commander.

The combined air-ground theme is found not only in the staff but in the training forces as well. On July 10, the Third Regimental Combat Team, made up of the Third Marine Regiment and attached units, minus one infantry battalion, arrived at Kaneohe for six months of coordinated training. This team is commanded by Col. Robert H. Williams, a veteran of Gavutu, Bougainville and Iwo Jima campaigns.

Already undergoing preparatory training when they arrived were two Marine jet fighter-bomber squadrons from MCAS EL TORO, part of MAG-13, commanded by Col. James L. Neefus. VMF-235, the *Death Angels,* is commanded by LCol. Cruger L. Bright and VMF-451, the *Fighting Phillies,* formerly a Willow Grove Reserve squadron, called up to active duty and commanded by Col. Sumner H. Whitten.

Marine Helicopter Squadron 361 is commander by Maj. Charles C. Samis, a veteran of many helicopter missions in Korea.

Representative of air-ground integration on Gen. Riseley's staff is Col. Boeker C. Batterton, an air officer with 25 years experience in Marine aviation, including command of a Marine aircraft group in the Korean war.

In its first six months of existence, the 1st Provisional Marine Air-Ground Task Force proved the great need for such a training set-up. With the 3d Battalion Landing team under LCol. Melvin D. Henderson coordinating its training program with that of VMF-235 and VMF-214, the air and ground Leathernecks received valuable experience formerly acquired only in war.

The combined units climaxed their training program with full scale combat actions on the island of Hawaii and amphibious landings on Maui, former training grounds for the 2nd, 4th and 5th Marine divisions durng WW II. The landings at Maui were backed up by helicopters transporting Marines behind "aggressor lines" in vertical envelopment tactics which place fighting Marines behind enemy lines where they can inflict heavier punishment at a cost of fewer casualties.

The entire operation was backed up by the two jet squadrons flying close air support missions. Air units from El Toro and ground units from Camp Pendleton are rotated to the Task Force for six months to get the training. With the regimental combat team replacing the battalion landing team, the problems that arise will be of a greater magnitude, presenting a challenge the Task Force staff feels will be met.

By Sgt. Ernest A. Greer.

Pilot Lands After Flameout

Vought Brings F9F Down at Alameda

VF-64, ALAMEDA — Ens. Peter Vought, who won his wings last October, had a hairy experience in an F9F-5 *Panther.*

He was flying at 24,000 feet over the northern bay region, cruising at 85%. When he retarded the throttle he noticed no change in the tachometer even at idle. Condensation at high altitude had iced up the fuel control unit.

On jockeying the throttle an unintentional flame-out occurred. Vought noticed his tail-pipe temperature fall off. He switched immediately to emergency and tried eight or nine air starts, including the cartridge ignition. All were unsuccessful.

Despite having no hydraulic pressure, lights or radio, he was able to blow his gear down and make a normal landing at Alameda. Only damage from the emergency was two blown tires.

VF-64 feels Ens. Vought's handling of the situation would have made his father—the late Chance Vought, aircraft designer and builder—proud of him.

THE 'NEWS' CUTS ITS SIZE

Does your *Naval Aviation News* look smaller this month?

It should, because it is. After 10 years of being published in a size standard with most commercial magazines, the *News* this month, in conformance to directives, is coming in reduced page size.

The new dimensions are those set down as standard for government publications by legislative printing authorities. In order to conform, the *News* has had to cut its page size from 8¼" x 11¼", which it had used since April 15, 1943, to 7⅞" by 10¼".

ROOSEVELT AIDS GREEK QUAKE VICTIMS

FOOD *parcels for frightened Greek families marooned in hills are loaded on FDR helicopters; 90 missions were flown by choppers*

MARINE *Pvt. John E. Vestal unstraps earthquake victim at Argostolion, Greece, hospital, brought out by FDR helicopter*

USS FRANKLIN D. ROOSEVELT—In one of the most unusual transitions in naval aviation history, this carrier switched from an aircraft landing strip to a stationary helicopter base during the worst earthquakes in Greek history

Ordered to the scene of the quakes in the Ionian islands, the *Roosevelt* acted as a base and fueling station for six U. S. Army, two Navy, one Air Force and one Greek detachment of helicopters. The pinwheels were used as ambulances and food carriers for the stricken Greeks who fled to the hills the first day of the quakes. Hundreds died in the quakes and most of the 120,000 Greeks were homeless.

Refusing to leave their hill refuge because they feared the island would sink, the victims were without medical aid, food or water. Impassable roads and time necessitated use of helicopters, the fastest means of assistance.

Roosevelt Leads Rescues

Because of its broad facilities as an air base, the *Roosevelt* was designated director and coordinator of all flight operations.

Capt. John S. Thach, commanding officer, directed the entire air operation, flying over the area and conferring with Greek officials on the situation.

A landing strip was established on the beach to be used by helicopters bringing in injured from far-flung outposts in the hills. After a few such missions, the helicopters flew to the *Roosevelt* for fueling and maintenance work.

Besides ferrying medical aid to the injured, the helicopters would fly to obscure, huddling groups of victims most of the 200 tons of supplies sent to the beach from the FDR.

Reconnaissance missions flown by helicopters revealed unknown areas of havoc and concentrated groups of injured. The spots were designated and reached by truck-driven rescue parties or doctors and hospitalmen were flown in.

CAPT. *Thach, Roosevelt skipper, leaves helicopter after surveying the quake area*

Field hospitals and emergency feeding stations were in operation but the people taking refuge in the hills had no knowledge of it. Leaflets written in Greek, instructing the people to come out of the hills for medical aid and food were dropped in every sector by the helicopters.

It was a strange sight to see small, two-man helicopters spotting the *Roosevelt's* decks in place of the usual jet and propeller-driven aircraft on the stern. They were HUP's, HO3S's or Bell's.

The Roosevelt also played a role completely new to a carrier when it also acted as a seaplane tender for five rescue seaplanes. This is believed the first time an aircraft carrier ever acted in this capacity.

FDR Exhausts Food

The *Roosevelt's* mission as a helicopter base ended after three days when the ship was forced to sail into the Mediterranean to replenish its then-depleted food supply. One small helicopter detachment remained at the scene, but the major operation ended with the sailing of the *Roosevelt*.

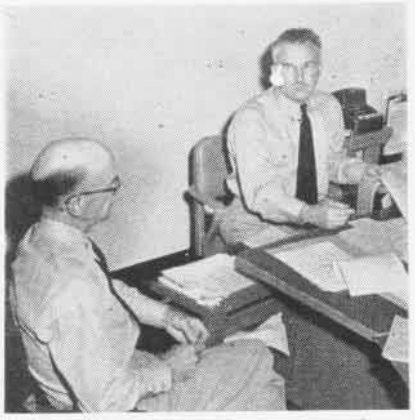
During the peak of operation, the helicopters flew 90 missions to save the lives of many injured who would have been added to the list of dead, had it not been for the helicopters and the men who flew them.

By G. E. Hynes, J02

A DAY IN THE LIFE OF AN 'EXEC'

FITNESS REPORTS—I know this guy is good but not **that** good. Do I have to do this after that party for the XO?

XO'S MAST—Yeah, I know you joined the Navy to fight, but you aren't in Korea—yet! Discipline is a headache.



MONEY—But look, isn't there enough in the CO's contingency fund?

ATHLETICS—Ye Gods! We want a ball team but who'll repair the planes.

FIREMEN—Even if it isn't funny you laugh at the Governor's best joke.

RECRUITS—Getting the name on the dotted line can be difficult, but you feel good when Navy gets a good man.

MOTHERS' CLUB—An exec always has to be on hand for the festivities when they come to see how the base is run.

CHOW—Sampling the chow before the crew gets it. What's in this stuff, old boots? If it doesn't kill the hard-working exec, the hungry mob can have it.

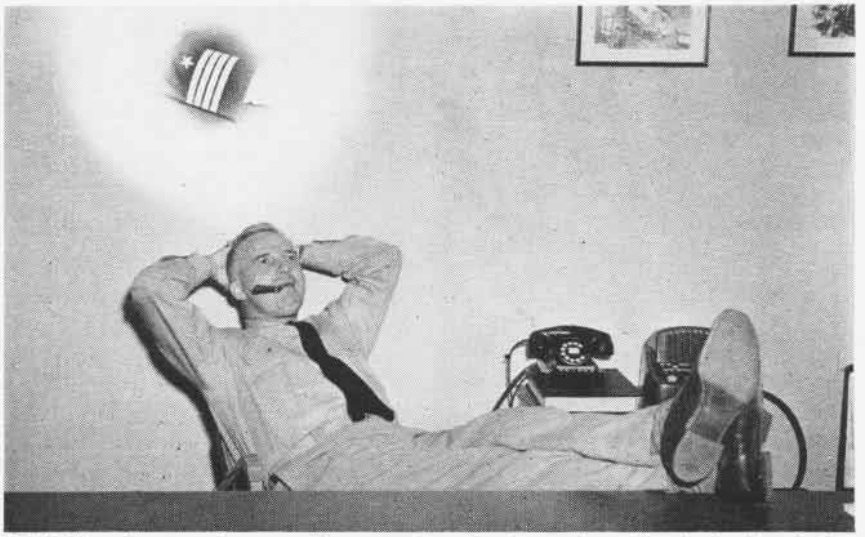
MORALE—This is a newspaper? Everyone wants one, but what's cost?

FLIGHT TIME—Of course it's important, but how about my flight time?

WHEELS—Public relations is a job for all—the mayor gets a jet ride.

STARLETS—One of the exec's pleasanter jobs is to entertain cuties.

COMMAND—Whatta relief when a new CO takes load off my shoulders.



DREAMS—Soome day . . . Sooome day. Back to the old grind after being acting CO for weeks, our exec, Cdr. L. T. Woodard of NAS Denver, relaxes.

'COPTER BRINGS BACK 10 BODIES

RESCUE HELICOPTER MADE 60 TRIPS OVER THIS ROUGH TERRAIN TO CARRY OUT 10 BODIES

NAS WHIDBEY ISLAND—The air station's HO3S-5 helicopter accomplished a difficult rescue operation, bringing the bodies of 10 P4Y crash victims' bodies out of the rugged Cascade mountains in 22 hours, a job mountaineers said would require at least five days.

The 10 men were killed when their *Privateer* crashed into Black Peak, near Stevens Pass, on 28 January. It was en route to Whidbey from Alameda, with Capt. Julian D. Greer, ComFairWing Six, and nine crew members aboard when it crashed. The plane was not sighted until deep snow melted.

Black Peak is a sheer cliff on the side where the plane hit, about 5,000 feet altitude. The nearest highway was four miles away and 4,000 feet below the plane wreckage.

The Seattle Mountain Rescue Council on 15 July believed the only way to bring the bodies down was to set up a relay system, using rescue teams from NAS SEATTLE and WHIDBEY ISLAND and members of the council. They would pass the bodies from team to team down to the highway.

After conferring with the mountaineers, Lt. A. E. Monahan, search and rescue officer and Lt. R. W. Matthews, photo officer at Whidbey, flew to the mountain in the helicopter to make a survey of the terrain and determine how the helicopter could assist. The wind had to be felt out and possible escape routes mapped in case the chopper should stall.

Whidbey's ground party set up camp on the highway near Bering and Monahan announced the helicopter could fly the bodies down from a ridge just 400 feet from the peak. That night he flew five climbers to the ridge, from where they climbed to the crash scene to prepare the bodies for evacuation.

Since the ridge was only three or four feet wide, a helicopter landing was impossible. By placing the nose wheel down the pilot could discharge the passengers with safety.

The next day the helicopter made 10 more trips to the tiny ridge, flown half the time by R. P. Granger, ACC, to carry men to help transfer bodies from the ridge to the pinwheel. The mountaineers rigged a line from the fuselage of the wrecked plane which was wedged securely in the rocks, over to the ridge some 400' away.

The climbers then advised base camp by radio the first body was ready to come down. The helicopter transported the bodies, men and equipment, plus hot food and coffee for climbers on the slope. By noon all bodies were in the hands of Navy officials and on their way to Bremerton Naval Hospital for identification. Monahan and Granger had made 60 flights to complete the operation, not an easy task considering the extremely rugged terrain.

CAG-11 Gets Highest Mark

Fleet Air Hawaii Says 'Outstanding'

For the first time in its history, Fleet Air Hawaii has awarded a grade of "outstanding" to an Air Group for its showing during operational readiness inspection. Winner of the rating was Carrier Air Group 11 based on the *Kearsarge*.

CAG-11 is composed of VF-112, 113, 114 and VA-115 and is commanded by Cdr. E. G. Schwab. It broke all records during ORI, flying 301 sorties for a total of 526 hours and dropped 51 tons of ordnance. During the two-day inspection period, the jets averaged a 28.4-second landing interval in 147 landings and prop planes 23.3 seconds in 121 landings. The *Kearsarge* is now in the Far East.

SEAMAN WIEN AT WORK IN SAN DIEGO OFFICE

Honor Lawyer Is Seaman

Turns Down Chance for Commission

NAS SAN DIEGO—The air station's legal officer has an assistant who was honor graduate at University of California's law school and a member of the California bar, yet holds the rate of seaman apprentice.

The new addition to the staff is Henry Wien, 24, who declined commissions in the Air Force and Navy so he could return to private practice as soon as possible. Seaman Wien was elected in college to an honorary law order which picks only the top 10% of graduate lawyers. One of his exam papers was judged the best in 16 years at U. of California law school.

'CHOPPERS' FLY DOWN ON THE BAYOUS

IN THE EARLY 19th century, the bayous surrounding the city of New Orleans swarmed with the pirate craft of Jean Lafitte and his men. Striking swiftly, these freebooters attacked merchant ships carrying priceless cargoes from the busy port.

Today, a little more than a century later, descendants of these daring men have invaded the bayous once again, this time using the Navy's newest aircraft — weird-looking helicopters. "Whirlybirds" from NAS NEW ORLEANS have replaced the pirate boats.

From the time the Navy's first helicoper squadron was commissioned in 1946, new fields have opened for the "ugly duckling" of Navy air. Saving lives is one of the most important jobs they perform, but it's only a small part of their numerous tasks. Wherever Navy carriers, ice-breakers, survey and hydrographic ships, battleships, cruisers and landing ships are carrying out important missions, helicopters are working from their decks.

"FLYING *bananas" will enable Reserve helicopter squadrons to carry out realistic search and rescue operations when they receive HUP-type helicopters next spring.*

Only two short years ago, the news was passed out from NARESTRACOM that several Reserve naval air stations were in luck. They were going to get helicopter squadrons. NAS NEW ORLEANS was one fortune smiled on.

The word spread quickly through all the other squadrons at the station and the rush was on. From the number of applications for transfer to the "chopper" outfit, it seemed as if everyone wanted to get into the act.

ROTOR *head controls get checkover before flight by Lts. P. Prentice and Tom Bloski.*

Although there were so many eager volunteers to choose from, all applicants received a very careful and thorough screening. By late fall of 1951, the pilots who were about to get their wish fulfilled had been selected.

On 12 February 1952, HU-821 was commissioned by Capt. H. L. Young, CO of NAS NEW ORLEANS at that time. LCdr. George E. DeMetz was named squadron CO and LCdr. R. D. Blake drew the billet as Exec.

The squadron began operations immediately, although their flights for some time to come were to be made in conventional aircraft. The first three pilots to take their seven weeks of helicopter flight training at NAAS ELLYSON FIELD, Pensacola, were Lt. B. C. Ferguson, Lt. J. C. Smith and Lt. B. U. Weber. They reported to school early in 1952.

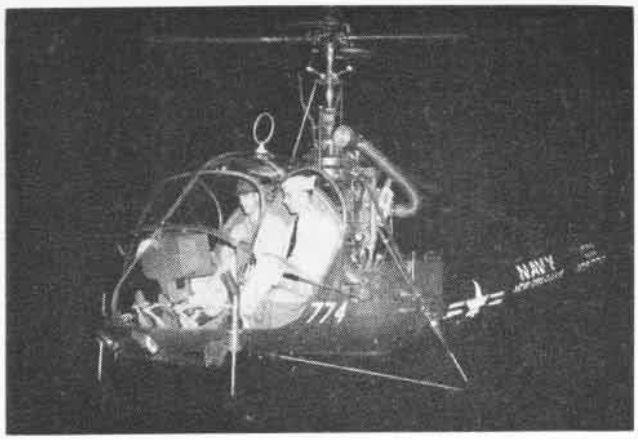
Thereafter, one of HU-821's pilots qualified every two months. Several of the pilots affiliated with the squadron were recalled to active duty, but at present all 11 pilots have been through Ellyson.

The squadron's first two HTE helicopters were delivered in May 1952 and flight operations in the "whirlybirds" started in June 1952. The third HTE-2 arrived in the late summer and the pilots were all set to function in full-time operations during drill weekends.

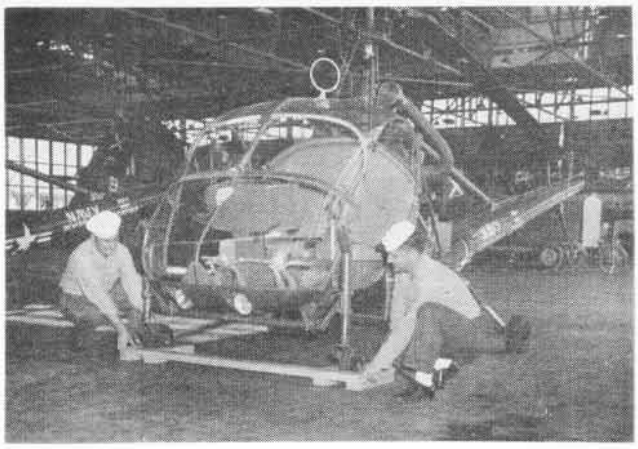
The average pilot in HU-821 has had wide experience in conventional aircraft. These men requested affiliation with the 'copter squadron because all firmly believe what Korean combat has demonstrated—although a highly complicated machine, the Navy's fastest-growing air baby is its most versatile and maneuverable aircraft.

The "chopper" pilots were in for new and strange sensations as they learned to fly the new craft. First of all, they discovered that a pilot has to forget about talking with his hands when he's up in a 'copter. He needs both of them full time to control collective pitch and cyclic pitch. That's one reason why helicopter flying never gets boring because spare time is at a premium.

Being accustomed to a plane which eats up hundreds of feet in a matter of seconds on take-offs and landings, the helicopter pilot is amazed and delighted when he first discovers that he needs



PRACTICING *landings on night flying operations during annual training cruise proved to be full-time job for Lt. B. Weber.*



"THERE NEVER *is a dull moment in helicopters," A. Peer, ADE1, remarks to R. Aldrich, RM1, as they secure 'copter in hangar.*

no run before take-off and can land way down the runway on touchdown in his versatile little bird. Another maneuver which tickles his fancy is his ability to back off and fly away.

AFTER about five flights, his strange sensations begin to disappear, but the thrill of flying the "whirlybirds" is always there. Even after he is fully qualified as a helicopter pilot at Ellyson, he finds it takes a good many more hours before he has fully mastered his flying machine.

NAS NEW ORLEANS helicopter training program is set up with the pilots spending 50 hours of flight time in their "choppers" and 50 hours in conventional planes. During fiscal 1953, all squadron pilots logged that many hours and some went way over.

With few exceptions, the pilots of HU-821 have their instrument cards but no flying is allowed under IFR conditions. The helicopters simply aren't equipped with the instruments necessary for anything but VFR. However, weather isn't the headache to a 'copter pilot that it is to a pilot flying conventional types. Even when it's overcast and planes are grounded, the "whirlybirds" can take to the air and hover over a runway or a street until the pilot makes sure where he's going.

Weekend drills involve a variety of work for HU-821 members. As soon as the squadron musters, the pilots attend a safety lecture in the ready room. Then they launch into flight operations with three Hiller HTE-2's flying for one-and-a-half hours. Two pilots are assigned to each craft for every training flight.

The remaining pilots fly either SNB's or SNJ's, simulating instrument flights. Saturday afternoon and Sunday morning are also devoted to flight training. On Sunday afternoon the pilots attend ground school and devote some of the time to collateral duties.

The training syllabus for helicopter pilots includes normal take-offs and landings, running take-offs and landings and spot or coordination exercises. Painted on three runways are large yellow squares with two circles inside resembling a figure eight.

Several different maneuvers can be performed around the circles and the square. The craft can be headed into the wind and the pilot can make a track around the square and circles with the 'copter nose always facing into the wind. Another maneuver is to follow the circles and square with the 'copter nose always following the lines.

SOME DAY *HU-821 men may get visit to 'copter plant as did HU-891 on annual crui*

THE RESERVE pilots practice shipboard landings and take-offs, preparing for the day when they may find themselves assigned to a Navy ship. Autorotation consumes a large portion of each flight. This is a procedure for emergency in case of engine failure. It uses the ability of the rotor blades to keep turning after the engine quits. Although frightening at first, it's one sure way of giving the pilot confidence in his ship and its ability to bring him back safely to the ground.

The squadron completed its first annual training cruise in February 1953. The men are keeping their fingers crossed that next year they will be as lucky as HU-721 at NAS GLENVIEW which made its annual cruise at NAS LAKEHURST with HU-2.

For the first time, HU-821 went into night operations during the 14 days. The pilots flew three night operations, practicing landings, take-offs and hovering within the boundaries of the station. All three 'copters were kept in the traffic pattern.

At the time of the training cruise, only seven of the squadron's 24 enlisted men could make it. The 17 others, all recruits, reported for a straggler cruise in June. During regular weekend drills, the enlisted men receive theory and practical training similar to that for other men training for advancement.

However, Sunday afternoon is devoted to HTE-2 training. Aircraft Maintenance and Tech Training handle the project jointly. Chief Rouquette, New

Orleans stationkeeper, handles most of the training, since he knows the most about the inner working of a 'copter.

To help supplement the chief's instruction, two other stationkeepers, St. Romain and Ashworth, attended a short training course in HTE maintenance at NAS MINNEAPOLIS. All three are now qualified helicopter maintenance men. Except for the one week during which all helicopters throughout NARESTRACOM were down, these three mechs have maintained 100 percent availability during drill weekends.

LCdr. Pat Finneran, Tech Training Officer, has provided six animated training panels, built by Hiller helicopter plant, for use in training the enlisted men. If they lived on the west coast, the men would be able to get a clear cut understanding of the manufacture and maintenance of the HTE-2 by a tour of the Hiller plant, similar to the tour taken by members of HU-891 at NARTU SEATTLE during their annual cruise.

At present, only four out of the 24 enlisted men are qualified to do some maintenance work on the HTE-2's. Even the pilots are doing their utmost to provide the men with a working knowledge of the craft. All of them have been up in the 'copters for a ride so that they'll understand what the machine is capable of doing.

New Orleans pilots are hoping that within the not-too-distant future they'll receive search and rescue 'copters to replace their HTE-2's. On Louisiana's numerous waterways there's plenty of opportunity to practice rescue operations, but, at present, pilots can only help search for lost fishermen on Lake Ponchartrain. A look into the crystal ball might show helicopter squadrons throughout NARESTRACOM that it's entirely possible they'll have some HUP-2's in the spring of 1954.

COORDINATION *exercises are demonstrated to J. E. Pipes as Lt. P. J. Prentice approaches one of the three squares with figure eights painted on Nola's runways.*

Even with the limited capabilities of their HTE-2's, the pilots still have a lot of fun. During a mock air raid at nearby Camp LeRoy Johnson, NAS NEW ORLEANS sent attack-type planes over the camp. The 'copters got into the act, carrying Army observers who wanted a bird's eyeview of the way the camp reacted. One of the "whirlybirds" carried and dropped smoke flares to give a simulated bombing effect.

TAKING PART in capers like these, all but two of HU-821's pilots have logged over 100 hours in fiscal 1953. With over 40 hours logged during training at Ellyson Field, three pilots are rapidly nearing 150 hours.

Even the youngsters are convinced that strange-looking machines can do just about anything a pilot wants. Last summer 100 youngsters from New Orleans YMCA paid the Reserve station a visit. Chief B. D. Pennington, Jr., a Korean veteran who flew helicopters in several daring missions, was putting on a demonstration for the kids.

The boys watched fascinated as the chief maneuvered the "whirlybird" over the field. As he hovered over the group, one yelled up to him, "Hey, can you fly it upside down?" It was the one thing the chief couldn't do.

WHEELING *the 'copter to the hangar at the end of the flight operations are G. L. Miller, A. G. Peer, J. A. Brown, R. Aldrich.*

SEAT BELTS *are fastened as Lt. P. J. Prentice and J. E. Pipes, AD2 stationkeeper, prepare to practice helicopter maneuvers.*

Wright Lands 356 in Day

Marine Reserves Keep Carrier Busy

USS WRIGHT—A 32-month-old record for carrier landings was broken by this CVL on 14 July when pilots of VMA-331 landed aboard 356 times during operations lasting from 0530 to 1900.

The record is 19 higher than the previous high for arrested landings. The Marines were aboard for a week's cruise in carquals and brief orientation in carrier operations. For the most part it was a completely new experience for this group of veteran flyers, 65% of whom were Reserve recalls. All hands on the ship turned to in helping the squadron set a new record.

(Editor's note: The *Wright's* fine work does not approach what is believed to be a Navy record of 602 landings by one Marine air group aboard the CVE *Matanikau* back in 1945.

Monterey Claims a Record

Lands 1,552 Planes in 6-Day Week

USS MONTEREY—A possible record for aircraft carrier landings in a six-day work week was made recently when this training flattop brought in 1,552 planes.

The flights represented qualification flights of 203 basic training students and 36 advanced pilots. Highest daily total was 366 landings, slightly below the single-day record of 396 set on 23 May.

The *Monterey* has completed more than 58,000 landings since commissioning in 1941. About 37% of these landings have been in the last 10 months.

NAS MOFFETT FIELD—A total of 1,459 landing were chalked up by CAG-19 pilots recently in qualifying aboard the *Yorktown* and *Oriskany*, with only two minor mishaps. LSO's for the air group, Lts. A. J. McClure and R. E. Farmer, were given credit for the record.

Navy Gets Big Radar Plane

Lockheed WV-2 Carries 6-Ton Load

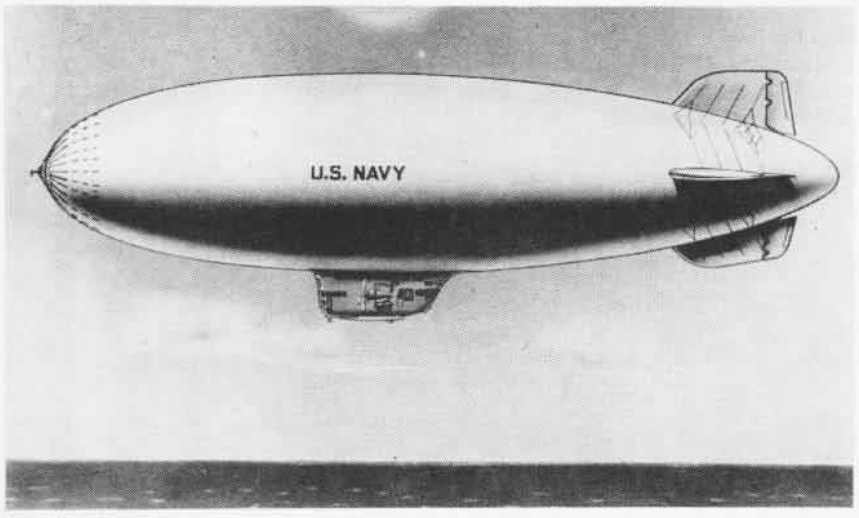
The Navy soon will receive a new high-altitude reconnaissance plane bulging with six tons of the latest electronics equipment for detecting enemy fleets or planes at great distances.

The plane is the WV-2 built by Lockheed, the 20% larger successor to the WV-1. The new plane is built around the turbo-compound engined *Super Constellation,* whereas the WV-1 is the earlier version, 18-feet shorter in fuselage and powered by conventional engines.

The WV-2's will fly from land bases to points at sea, where they can patrol for long periods guarding Navy task forces from surprise attack. They will carry large quantities of the longest-ranged radar for searching the seas in all directions. They also will serve as directors for Navy fighters.

Despite the huge radomes atop and below the fuselage, the WV-2 will cruise around 335 mph. Besides its high-altitude sentry duty, the new plane will be able to track weather disturbances by radar and improve storm warning services.

Facilities for crews of up to 31 men are provided. They carry a complete electronics maintenance shop to make in-flight repairs.



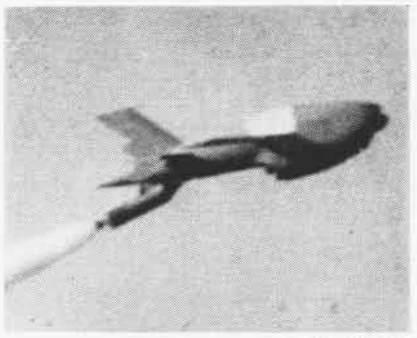
THE NAVY'S *newest blimp, the ZP4K, which will be out before many months, will look like this artist's drawing. Main change in this model from earlier K ships will be modernized controls and car. Instead of one pilot on the elevator wheel and another handling the rudder wheel, both will be combined in one control like a transport plane. It will carry eight instead of 10 men. Size of the envelope of the Goodyear airship is the same as other K ships—527,000 cubic feet—and speed at 65 knots. It has inflight refueling from surface craft and water ballasting from seas below.*

Fast Drone Helps Gunners

Firebee Will Have Jet-Plane Speeds

Latest addition to the Navy's list of target drones is the KDA-1 *Firebee,* built by Ryan Aeronautical Co. Powered by a 1000-lb. thrust Navy-Fairchild J-44 jet engine, the little drone is expected to give high speed jets a run for their money in gunnery exercises.

The Navy helped develop the *Firebee,* along with the Army and Air Force, all of which will use it to sharpen up ground or aerial gunnery against high speed targets. In the accompanying photo, the *Firebee* is being ground-launched from a 60-foot rail with the aid of a JATO rocket and radio-controlled after becoming airborne.



NAVY JET ENGINE POWERS SPEEDY FIREBEE

THE WEATHER WAS STINKING—COULDN'T EVEN GET IN AT PARIS

CHUTE BALKS RESCUE BY HELICOPTER

WHILE THE TAIL OF HIS GUARDIAN STILL POKES SKYWARD, BARRY IS HAULED INTO AIR BY RESCUE HUP: NOTE WING TANK BELOW HIM

Three alert cameramen on the plane-guard destroyer *Bearss* caught one of the most spectacular series of rescue pictures ever taken when Ens. E. H. Barry ditched his AF *Guardian* after taking a waveoff.

Flying with VS-22 off the *Block Island* off Norfolk, Barry got out of the sinking AF after it had dragged him under 10 feet. The rescue helicopter lowered him a sling and he got in. In the scramble his parachute popped open and filled with wind, jerking him out of the rescue sling and into the Atlantic again.

Because of the inflated parachute, the rescue helicopter was unable to get close enough to Barry to make a second attempt to pick him up.

The chute dragged him through the water, almost drowning him, as it dashed him against each wave crest. Spilling the wind by pulling on risers, Barry pulled out his knife and cut some of them. About that time the rescue whaleboat from the destroyer pulled alongside and he was dragged from the water just as someone in it hollered "Sharks!" and unlimbered a rifle.

The whole rescue took about 12 minutes time. The photo men were Roy J. Wright, PHAN; Lawrence L. Taylor, PH3, and Teddy Capps, PHGAN.

TUG-OF-WAR BETWEEN INFLATED CHUTE AND HELICOPTER OVER BARRY

MOTOR WHALEBOAT FROM DESTROYER BEARSS RESCUES SOGGY AVIATOR

PLANE SNATCHES MAIL IN ARCTIC

MAIL PICKUP CABLE OF NYLON SUSPENDED BETWEEN TWO UPRIGHTS AS PBY MAKES PICKUP

USE OF a carrier-type plane hook to make snatch pickups of mail while on the fly has been demonstrated successfully by the Coast Guard in Alaska using a low-flying PBY.

Undrawn nylon cables which "give" like rubber but do not have the resilient rebound of rubber were used to pick the 75-pound parcels of mail from the ice as the *Catalina* flew past the mail station. The project was done in connection with last winter's Bering Sea expedition, in cooperation with the Alaskan Sea Frontier.

Two neon-red life paulins were cut in half and suspended from poles to make it easier for the pilot to find the pickup station in the blank white of snow and ice.

Because of the low flight altitude, only moderate turbulence is desirable. Crosswinds made the pick-up difficult. Owing to the lack of suitable reference points on the snow, smoke flares or sea dye marker were found valuable to help the pilot line up on the nylon cable, suspended between two poles, to which the mail bag was attached.

The accompanying photo shows the first successful pickup made in the Arctic. The PBY-5AG was piloted by Cdr. J. D. McCubbin and Lt. W. E. Murphy. In the background is the Coast Guard cutter *Northwind*. Note the long pick-up hook trailing below and behind the PBY.

During the war the Navy experimented with undrawn nylon cables as a means of making snatch pickups of drone aircraft, but found the cable unreliable and snapped in wet weather.

Rockets Probe Upper Region

Polar Expedition Uses Huge Balloons

Bureau of Aeronautics had a hand in *Project Mushrat*, a joint Navy-Atomic Energy Commission expedition, the past summer to investigate cosmic radiation at high altitudes around the North Geomagnetic Pole.

The project was sponsored by Office of Naval Research, with the assistance of BUAER. Free balloons carried instruments and rockets to 70,000 feet altitude where the *Deacon* rockets were then fired to gather scientific upper-air data from altitudes up to 50 miles.

The 12-foot rockets carried geiger counters and ionization chambers to try to measure the cosmic ray intensity above the earth's atmosphere. Plastic *Skyhook* balloons carried nuclear emulsion plates to high altitudes to gather further data. A group of scientists aboard the icebreaker *Staten Island* tried to measure atmospheric pressure, density and temperature through the rockets.

During the 1952 experiments of a similar nature, the balloon-rocket flights achieved peak altitudes of around 295,000 feet. This operation has been given the name of BATO (balloon assisted takeoff). The rocket is fired on an almost-vertical trajectory when the polyethelyne balloon reaches a certain altitude. The balloons are up to 135 feet long when uninflated.

During September another high atmosphere cosmic investigation was carried on aboard the seaplane tender *Currituck* near the geomagnetic equator at the Galapagos islands. Large *Skyhook* ballons carrying instruments but no rockets were launched into the upper atmosphere to get data on cosmic radiation, meteorology and physics of the upper air.

VP-45 took part in *Project Churchy*, named for a turtle in a comic strip, furnishing planes to track the balloons and spot them so surface ships could recover the instruments from the ocean. Several research councils and universities had scientists attached to the project to gather data for special scientific problems.

ICEBREAKER ATTACHES ROCKET TO SKYHOOK

New Pilot Breed at Barin

'Demo' Fliers Run Show in Rear Seat

NAAS BARIN—This field has completed its first year as the developer of a new breed of carrier landing instructor called the "back seat carrier landing demo pilot."

Last year Barin's training department assigned three men as "demonstration pilots" to help student aviators learn how to make field carrier landings. They got a series of bounce landings with a demo pilot before taking on their own.

Additional demo aviators soon were assigned to the job until today it is an accepted part of the basic carqual training for all students.

The original three demonstrators included Lts. Carl Eckhardt, Julian Foster and Roger Hall, each of whom has averaged more than 500 demo landings in each quarter of the flying year, not including student landings.

According to this trio, the "ideal approach" is as easily spotted from the rear seat of an SNJ as from the front. Eckhardt has made several landings on the *Monterey* during the making of training films for the CQ program. He is believed to be the first man to do this while flying from the back seat.

CHARP CHAPMAN, PALS GET CUSTOMS BADGES

OD's Inspect for Customs

Navy Aids Govt. Service Cut Cost

NAS BARBER'S POINT—Officers of the day here have the unique job now of making customs inspections of incoming baggage and cargo arriving from foreign ports.

Before this unusual arrangement was made, civil service customs inspectors worked at the terminal to inspect the shipments. Owing to the recent slash in customs personnel, the problem became complicated. Since most planes arrived at night, the Navy was required to pay the customs men overtime.

Six duty officers from Barber's Point were trained by Honolulu customs department in correct ways to inspect shipments, after which they were sworn in as regular customs inspectors and collectors. The men were Lt. S. B. Watson, ChBosn. F. B. Green, Jr.; ChPhot J. J. Trahan, ChCarp M. F. Chapman, ChGun M. C. Gunn, Jr., and SClk F. P. Carr.

What To Do After Crash

Newspaper Article Gives Public Data

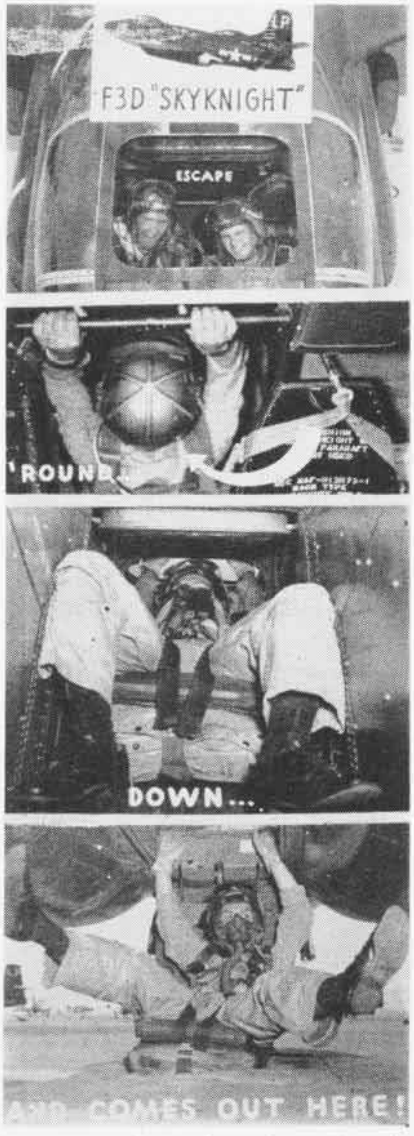
MCAS EL TORO—What should the public do when they see a plane crash?

Several local incidents in which timely or tardy plane crash reports saved or cost Marine pilots' lives led to the public information office preparing an article for local papers giving advice to persons who see a plane go down.

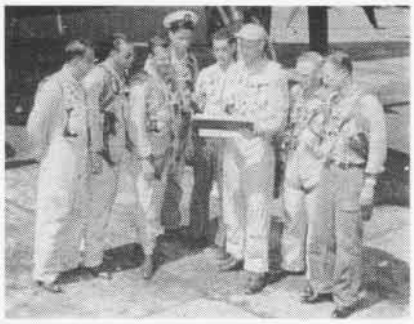
The *Santa Ana Register* carried a sizeable article with pictures telling the housewife, farmer or motorist who sees a plane crash who to call. It described the yellow crash circuit phones which alerted crash crews and others on the station.

The article related how one farmer suffered burns rescuing a Marine from a burning AD and how another such call—a false alarm—caused deaths of three helicopter crew who went out to search for the plane. One farmer waited six hours to investigate a crash he heard—in the meantime the pilot had died, but might have been saved by speedier action.

Originator of the publicity idea to "educate" the public on what to do at a crash was 1Sgt. Robert M. Kerr.



PRACTICE *makes perfect, the Marines believe, so their F3D Skyknight pilots practice bailouts from the two-seater cockpit until they can make it in less than 15 seconds. VMFT(N)-20 makes each pilot and radar operator practice bailout once every three months through the plane's escape hatch behind their seats. They land on a mattress beneath the plane. In the picture 2nd Lts. N. G. Paulson and W. Linkero made the bailout at Cherry Point in nine seconds flat.*



VP-3'S PRIZE WINNING HUNTERS AT REST

Jax P-Boats Sink 12 Subs

Training Exercises Benefit FAW Men

COMFAIR JACKSONVILLE—Twelve submarine "kills" were made off the Florida coast recently.

The 12 "kills" were made on one submarine, however, the USS Grampus, while working with FAW-11's four ASW squadrons. Nineteen attacks were made and 12 were considered successful.

VP-3 of Jacksonville led with five successful attacks out of six attempts. VP-18 and VP-45 from Coco Solo got three each and Trinidad-based VP-34 got one.

Pilots and crews were almost continuously flying during the exercise, starting at 2 a.m. Aerial photos taken by VJ-62 help perfect ASW methods of the air wing.

In the accompanying photo Cdr. George Ghesquiere of VP-3 briefs members of his squadron on an ASW mission. They are: Acquilla Parker, AL2; Lt. (jg) Thomas Davies, Lt. James Zowarka, Ervin Parker, ALC; James Hodgins, AO3; Ghesquiere, Lt. Aage Schou and Warren Lathrop, AD3.

30,000 Landings, All Safe

Whidbey Unit Trains Foreign Pilots

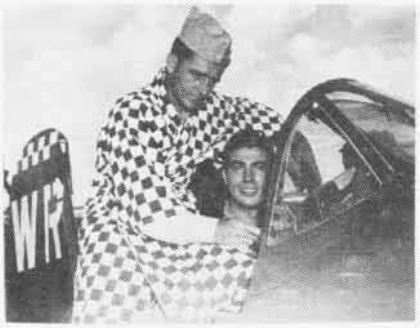
COMFAIR SEATTLE—Thirty thousand landings without a serious accident is the milestone recently passed by transitional training department of FASRON-112 at NAS WHIDBEY ISLAND.

The 22-man unit, devoted to training pilots to fly P2V's, also amassed 11,344 hours. Since it was commissioned three years ago 500 men have received the eight-week course, including eight Australians and 11 French pilots. The 30,000th landing was made by Lt. (jg) G. S. Bleifuss, L. Mattic, ALAN; and French trainees Warrant Officer R. A. Perie and Petty Officer A. Boissard; Ens. V. J. Ostrowski and Lt. (jg) P. R. Perron of the RF Navy.

CHECKERBOARD SQUADRON IN U. S.

MCAS MIAMI—One of the best known close air support squadrons of the Korean war is back to roost in *Uncle Sugar* after 35 months in the war zone.

VMA-312, known up and down the Korean front by its blue and white checkerboard design painted on its *Corsair* cowlings, was in the thick of the fight from the Inchon invasion until late this spring. It flew off the west



MAJ. WILSON'S GARB CHECKERBOARD KIMONA

coast of Korea, operating from the CVE's *Sicily, Bataan* and *Bairoko* and from various land bases. Squadron personnel rotated but the *Checkerboard* name and planes stayed on.

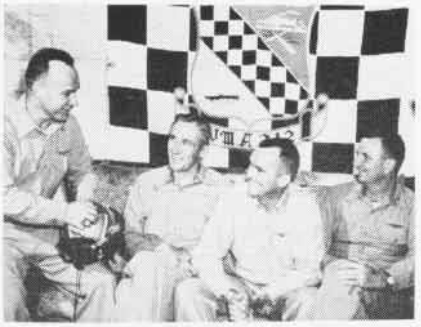
In recognition of their combat record, they wear the Presidential Unit Citation won at Inchon and the Army Distinguished Unit Citation for supporting the First Marine division's breakout from Choisin reservoir. The unit also shared in two Korean Presidential Unit Citations which were awarded to the First Marine Air Wing.

One of its pilots, Capt. Jesse Folmar, was the first Navy or Marine pilot to shoot down a Communist MIG-15 jet fighter with a propeller-driven fighter, a *Corsair*.

In addition to its combat activities, the squadron was known throughout Korea for its profuse use of checkerboards.

Members had checkerboard skivvies, checkerboard kimonos, checkerboard scarfs and sashes, rings and flight jackets. Whenever a visiting aircraft was left unguarded by its crew, they were prone to painting it with checkerboards too. Its place in the Korean picture was taken by the *Polka Dot* squadron, VMA-332.

When formed in 1943, the squadron fought in the Pacific war as the



356 COMBAT MISSIONS FLOWN BY FOUR PILOTS

Flying Bulldogs. VMF-124 then carried the *Checkerboard* name and is now a Reserve outfit in Memphis. Sometime between the end of WWII and the 1950 Korean outburst VMA-312 began calling itself the *Checkerboard Squadron*.

After the Inchon landings, where it furnished close air support, the squadron operated off Kimpo, but changed location several times during the see-saw battles. Although enemy planes were few, it did manage to shoot down three, one of them the *Mig*.

In the accompanying photo of four pilots in front of the squadron insigne, the exec, Maj. Charles House, talks to Capt. Harry Huffstutter, Joseph Murphy and Frank Reilly. Between them they have 356 combat missions.

AF Pilot Lands New F9F-6

Jones Qualifies Aboard Yorktown

VF-191—Claimant of the record of being the first Air Force pilot to land an F9F-6 *Cougar* aboard an aircraft carrier is Capt. Robert H. Jones, exchange pilot with this squadron.

Jones brought his jet aboard the *Yorktown* during carquals of the squadron. He made five touch-and-go landings, one power-on arrested and seven

RAMAGE WELCOMES AIR FORCER JONES ABOARD

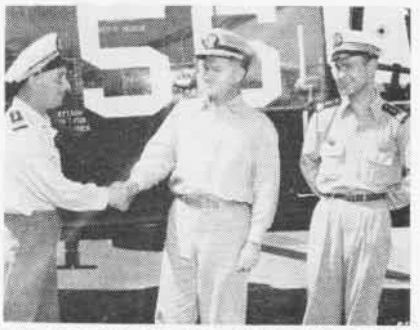
normal arrested landings. Lt. Roy E. Farmer, LSO, told him the passes and landings were made "like a veteran."

Jones previously flew F-94B's. Cdr. J. D. Ramage, CAG-19, and Cdr. R. M. Elder, CO of VF-191, presented him with a certificate enrolling him in the *Honorable Order of Cable Catchers* and gave him his Navy wings.

'Copters En Masse on CVE

HU-2 Tries New Training on 'Palau'

HU-2, LAKEHURST—Even the seagulls did a "double take" when a car-



CDR. ROBERTS OF HU-2 WELCOMES FRENCH

rier deckload of HUP rescue helicopters steamed out of New York harbor on 6 July. Helicopter pilots usually are not thought of as qualifying aboard a carrier like other aviators.

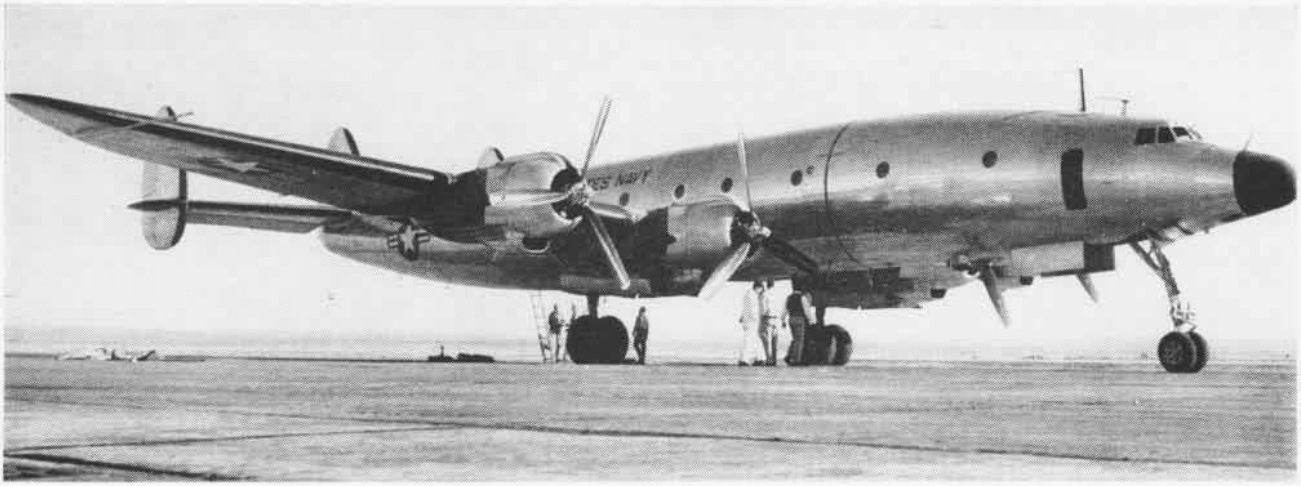
Previously all helicopter fliers were individually qualified by going to sea with a fleet-qualified pilot. HU-2 decided a mass qualification aboard the *Palau* would accelerate and improve its pilot training program.

Five HUP's were aboard the *Palau* when it went to sea. Each neophyte pilot flew with a qualified one, the latter demonstrating deck landings under varying winds, water rescues, plane guard maneuvering and guard mail transfer. Each pilot under instruction then flew solo flights until he had mastered each maneuver.

Simultaneously, enlisted personnel were instructed in proper deck handling of helicopters and proper flag signals used by helicopter detachments. By the end of the second day all training was finished, with 601 landing made, with 20 pilots and 30 crew qualifying.

Accompanying the U.S. pilots were two French helicopter pilots, LCdr. L. E. Barbier, CO of Squadron 58S, Lt. Lemourstre, his exec, and a Royal Canadian Navy flier, Lt. R. V. Bays.

LOGISTICS IN THE WILD BLUE YONDER



R7V-1 HELPED VR-1 SET PASSENGER MILEAGE RECORD, CARRYING MORE PASSENGERS FURTHER AND FASTER THAN ANY OTHER PLANE IN VR-1

THE FLEET Logistic Air Wing terminal at Norfolk was filled with a group of sailors, waiting patiently and wearily for a flight.

The loudspeaker broke in over the buzz of voices. "Fleet Logistic Air Wing announces the immediate departure of special flight 298 for Quonset Point, Rhode Island. It is the R5D number 50298, located on the right as you leave the terminal."

A number of sailors came to life, picked up their seabags and headed for the plane. Climbing the passenger ramp, they gave the flight orderly their names and entered the plane. Within ten minutes the plane taxied for the runway and soon was airborne, leaving Norfolk far below. That same day the sailors, personnel of a carrier air group, reported aboard for duty.

Thousands of miles away, another R5D *Skymaster* of the Fleet Logistic Air Wing, Atlantic/Continental (more familiarly known as FLOGWINGLANT/CONTL winged into a Mediterranean port with cargo, personnel and mail for the men of the Sixth Fleet.

On the following day, a fighter squadron on the east coast was alerted quite unexpectedly for a movement to San Diego to join an aircraft carrier in the Pacific. In a mass movement, squadron pilots and FLOGWING ferry pilots flew the planes to San Diego. Special flights of FLOGWING carried personnel and equipment to support the squadron initially.

This is only a brief sample of the work accomplished by FLOGWINGLANT/CONTL squadrons, flying an air network that links naval station with naval base. It also connects the ports of north, south, east Atlantic and the Mediterranean where ships of the U. S. Navy berth during their patrol and training cruises.

Fleet Logistic Air Wing was commissioned on 1 December 1949 to provide air logistic support for the U. S. Fleet and Naval Shore Establishment. Division into its present organization began on 25 July 1950 when CNO approved the recommendation of CINC-

MORALE *aboard the Leyte will go up 100 percent as VR-22 plane lands with priority cargo and letters for seagoing crewmen.*

A SPECIAL *FLogWing flight evacuates men for hospitalization. Flight nurse administers a sedative to ease patient's pain.*

SAILORS *on their way to join their ships, load gear into R4D 39064 prior to departure of special flight from FLogWing Terminal at Norfolk Municipal Airport.*

PAC for the commissioning of a FLOGWINGPAC. The increased tempo of operations resulting from the Korean conflict made a division desirable.

On 27 July 1950, FLOGWINGPAC,

SOME GET *bucket seats, but most men on Washington shuttle ride in aft-facing seats.*

consisting of three squadrons with headquarters at NAS ALAMEDA was established. On 18 September 1950, FLOGWING was disestablished as an independent command and its components were redesignated FLOGWINGLANT/CONTL. VR-1, VR-24, VR-31, VR-32, VR-1 and VR-24 detachments, and ACTRU CORPUS CHRISTI were designated component units with headquarters remaining at NAS PATUXENT RIVER. On 22 December 1950, as a result of increased operational demands, the VR-1 detachment at NAS NORFOLK was disestablished and commissioned as VR-22 that same day.

The three major U. S. Fleets have designated Naval Air Logistic Control Officers whose representatives work in unison with the Wing Operations Division under Cdr. J. M. Miller to direct assignment of flights. Each month Operations issues a listing of "Planned Flights to Meet Aircraft Requirements." Besides these flights, other special flights may be necessary for fleet or shore establishment demands.

On both planned and special flights, the Air Logistic Control Officer Representatives control allocation of passengers, mail and cargo. Operations is in charge of actual execution of flights.

VR-1, based at NAS PATUXENT RIVER under command of Capt. S. A. Van Every, and VR-22, based at NAS

VR-22 MEN *lift cargo from fork lift for storage in R4D at Fleet Logistic Terminal.*

NORFOLK under command of Cdr. H. C. Colee, Jr., fly all transatlantic, Caribbean and continental flights. Using *Skymasters, Skytrains* and *Super-Constellations,* they fly to California, Texas, down the east coast to Cuba, Puerto Rico and the Canal Zone, and across the ocean to London and Port Lyautey.

VR-24, under operational control of CINCNELM, with headquarters in Port Lyautey, supplies the air service to naval activities in the Med. Its skipper is Capt. J. B. Burke.

Planned and Special Flights

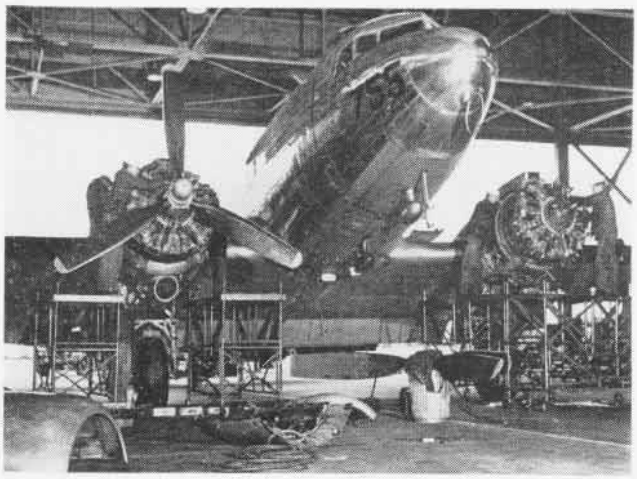
FLOGWINGLANT/CONTL's planned flights form a basic routine for moving cargo and passengers over the most-travelled routes. If it's a cargo-passenger flight, it may be bucket seats for the passengers all the way or a few lucky ones may get more comfortable seats. On a recent VR-22 *Longhorn* flight to Pensacola and Corpus Christi, vital cargo bound for Pensacola occupied most of the plane, leaving room for bucket seats only on the starboard side. The pilots, LCdr. J. T. Sullivan and Lt. W. E. Gagner, offered some diversion on the long flight with an invitation to come forward to the R5D's "front office."

In reality, these planned flights comprise only slightly more than half of the transport operations. Some situations do not permit waiting for the next planned trip. "Priority A" and "Deadline Delivery Date" dictate more immediate action.

In case a plane is on the ground unable to fly because of a shortage of critical parts, an injured man needs hospitalization, an entire squadron must be moved to an embarkation port or supplies must be moved to an area not served by planned flights, special flights solve the problem. While some of the economy is lost in special flights, much can be saved by combining requests for airlift into a single flight to do the job. Central clearing houses control the space on all special flights.

The Air Logistic Coordination Center, acting for Wing Commander Capt. J. I. Taylor in his capacity as Naval Air Logistic Control Officer Representative, Atlantic, processes requests for special flights. Flight advisories are issued by ALCOR to the VR handling the special flight with information to all interested activities.

AFTER ALL *details about cargo and passengers are in, flight orderly and the weight-and-balance man check the plane load.*



VR-22's R4D *50755 gets its periodic check from R. Elliott, J. R. Boston, K. R. Bohnert, C. W. Lauer, G. R. Sage, G. Miller.*

Flight advisories include ETA and ETD for each stop and amount and type of cargo and passengers. Special instructions affecting the flight are included. This system has the stopping points ready with loading crews and passengers, minimizing time the plane is tied up on a mission.

Another special flight, designed to eliminate the old saying, "waiting for my ship to come in," is the transport plane being used by VR-22. It's the TBM-3R, a transport version of the *Avenger,* widely used in the Pacific by the Codfish Airline. Carrier personnel and cargo are flown to the ships at sea and the planes are reloaded for the return trip to home base.

Heavy Maintenance at ACTRU

Acceptance, Transfer and Training Unit (ACTRU) coordinates the overhaul of Navy and Marine R5D's and trains the pilots to fly them (NANEWS March 1953). ACTRU's new CO is Cdr. I. L. Jones.

After a designated number of hours of flying, the R5D is given a thorough going over and, where necessary, replacements are made. Engines, landing gear, control surfaces, electrical wiring and other parts may be replaced or new upholstery and decking installed.

Upon receiving an R5D, ACTRU inspects it for needed repairs and acts as agent for its induction into O&R at Corpus Christi for progressive and heavy maintenance. When the work is completed, ACTRU tests the plane and "transfers" it to a squadron designated by the Wing Commander. A milestone was passed in June when ACTRU inducted its 500th R5D into O&R.

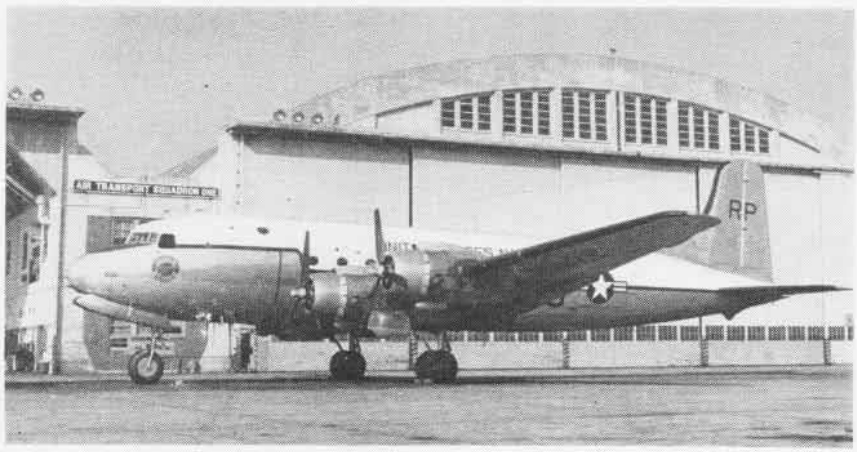
The biggest job for O&R came after an accident at NAS PATUXENT RIVER. R5D BuNo. 56497 was parked directly behind another R5D when a *Panther* crashed into the area last winter. The burning jet set the nose of 56497 on fire and destroyed the cockpit. The tail of the other R5D was severely damaged.

The R5D's tail was taken off and used to put the other R5D back in service. Salvage was rejected for 56497 and it was decided to rebuild the huge transport. Sent to Norfolk, the wreckage was loaded on the tanker *Merrimac,* marking the first time an R5D arrived at Corpus Christi by ship.

During operations from 1 June 1952 through 31 May 1953, the transport squadrons of the wing flew over 149,149,109 passenger miles, transporting over 179,326 passengers, equalling roughly the population of Hartford, Connecticut. At the same time, over 8,155 cargo tons were loaded and over 8,000,000 cargo ton miles flown.

These figures may show a sharp rise soon. Addition of *Super-Constellations* will extend the wing's ability to provide logistic support to the far-flung units of the Navy. VR-1 was able to smash its old passenger mileage record during the month of June by more than 2,000,000 miles. With its three R7V's, VR-1 flew nearly 12,000,000 passenger miles for a record month.

By flying routes peculiar to Navy requirements and not serviced by other military transports, FLOGWINGLANT/CONTL places men and material where they are needed in a matter of days rather than weeks. It's the drawstring which pulls the Navy into a compact, self-sustaining unit on its own.



ON RAMP *outside VR-1 hangar, FLogWing R5D waits to make planned flight. When flight is ready, R5D will taxi to terminal for loading of cargo and passengers.*

NAS DALLAS SAVES TAXPAYERS' MONEY

BUILDERS OF MOBILE LINE UNIT READILY ADMIT IT HASN'T HURT STATION'S REPUTATION

BUDGET cuts have hit every department of the government. Economy is the watchword from top to bottom in the Navy. Down in Texas where they do things in a big way, the Aircraft Maintenance Department at NAS DALLAS has come up with some novel ideas for economizing.

The first idea was suggested to LCdr. Joe Kerrell, Aircraft Maintenance Officer, by Cdr. Carl E. DeKeefer, a Wing Staff officer and "Veep" of one of Dallas' banks. His plan was to set up a small tool control system, applying the same principles used in the control of money. To get the idea across to the men that small tools are issued with much the same care as money loaned by a Federal bank, the new system is called the "Federal Tool Control System."

A Cardex file system is kept on every tool, regardless of how small and seemingly unimportant it is. No one, other than the tool crib boss or duly authorized personnel, have access to the crib. If a mech wants to draw a tool, he is required to sign a chit on which is recorded all pertinent information about the transaction.

To make the new system work, a three-phase program has been instituted as follows:

1. A positive control over small tools checked out by aircraft mechs.

2. A training program to teach the less-experienced mechanics how to use their tools properly.

3. A policy of maintaining a better over-all picture of tool availability which is intended to counter the natural instinct of good mechanics to hoard tools and thus prevent a wider use of them.

"THE PROPER tool for the proper job" is the motto of Small Tool Control. The system has enabled Dallas to save many hundreds of dollars by lengthening the useful life of valuable tools through reducing loss, breakage and improper use.

Another economy measure was initiated to save hundreds of hours of time for maintenance crews. With over 500 transient planes passing through the Maintenance Department each month, the crews were spending a lot of time pulling engines. Often when an engine was pulled, it was a case where it would only have been necessary to pull a plug. LCdr. Kerrell purchased an engine analyzer which spots the trouble without pulling the engine.

Working with aircraft parts is a greasy job and during a 24-hour day at Dallas the crews required hundreds of rags. Since the rags were thrown away, the Maintenance Department found it was spending a good deal of money for the continued purchase of new rags. While some throw-away rags are still used, the men now use laundry rags which can be used over and over again before they outlive their usefulness.

Another way in which Dallas is saving money is in the economical use of fuel in its planes. Reserve pilots coming aboard for weekend drill often are not familiar with the most economical cruise speed for the airplanes they are flying. Planes at Dallas are all furnished with cruise charts so that any pilot can tell at a glance what his cruise speed should be for economical flight.

"THIS ANALYZER IS GOING TO MAKE YOUR JOB EASIER," INSTRUCTOR TELLS MAINTENANCE

Neptunes Get Jet Engines

Faster Takeoff and Climb in P2V-6

They're hanging jet pods now on the Navy's old reliable P2V *Neptunes* to give them more speed, faster climb and shorter takeoff runs.

The P2V-6 has two auxiliary J-34 jets, each producing 3,400 pounds thrust, slung in nacelles under the wing and outboard of the regular Wright R-3350-30WA turbo-compound engines.

It is the third large Navy plane to have both props and jets, the others being the AJ and the P4M. The Ryan *Fireball* FR-1 and *Dark Shark*, F2R, had both jet and piston engines also.

Stan Beltz, Lockheed's chief test pilot, said he flew the *Neptune* from a normal takeoff and then "I pointed her nose skyward and climbed pretty steep. She handled like a charm," he said. Beltz is noted as the pilot who could slow-roll and do Immelman turns in a P2V at 500 feet altitude on one engine.

The jet engine on the P2V-6 can be started independently of each other. They use the same high-octane aviation fuel as the prop engines. The plane made its first test flight at Lockheed Burbank plant in August.

Navy Sights Lost Vessel

Lost Guamanians Found by VJ-1 Men

Three flight crews from VJ-1, based at NAS AGANA, Guam, helped in the search and rescue of a motor vessel, *Venus*, eight days overdue on a voyage to Tinian with 21 persons aboard, in-including eight children. Water and provisions only for an overnight trip had been taken aboard.

The little ship suffered an engine breakdown and messages to ComNav-Marianas said she was long overdue. Navy, Coast Guard and Air Force planes and ships started the search. A P4Y commanded by Lt. C. N. Dodds and Lt. R. E. Jenkins as first pilot sighted the ship 130 miles northwest of Guam.

Despite the shortage of water and food, passengers of the ship appeared to have weathered the ordeal. Search for the ship covered 70,000 square miles of ocean before it was found, its radio inoperative and using small sails to make headway.

Other search crews from VJ-1 which went out were under LCdr. J. P. Lang and LCdr. P. E. Kedigh, acting CO of the hurricane-hunting squadron.

TWO STUDENTS TRY THEIR HANDS AT PSYCHOLOGICAL TESTS AT SCHOOL OF AVIATION MEDICINE

TESTS BARE PERSON'S ABILITIES

NAS PENSACOLA—Where do I fit? What kind of job am I ideally suited for?

The Navy here is trying to answer that question for hundreds of students or former students of Tulane-Pensacola University Center. The unit is a branch of Tulane established here to give sailors a chance for a college education.

The vocational guidance counselling service is provided through the Aviation Psychology laboratory of the Naval School of Aviation Medicine.

It has been found there are many reasons why a person is unable to select the vocational field most likely to meet his individual requirements and abilities. With proper vocational guidance at pre-college and college levels, a student can establish career objectives which will make maximum use of ability and interest.

There are several steps to this investigation. First the student is interviewed. According to psychologists, few persons really know what they are like . . . they can't stand back and see themselves as they really are. This the researcher does. The subject is given a series of tests.

These run all the way from defining a blot of ink to such fancy studies as the "Minnesota Multibasic Personality Test", the "Three Dimensional Block Assembly Test," and the "Wechler Bellevue IQ Test." The time in which a test is completed plays an important part in determining the special ability a subject may have.

While there has been a lot of mystery attached to use of psychological tests, the basic logic behind their use and application is relatively simple. When a student answers the standard questions he is, in reality, comparing his answers to the previously collected answers of a large number of persons.

If the student should answer the question in the same manner as the people who were unsuccessful in a particular field, the implication is that he will be unsuccessful.

It probably can be affirmed that none of us, or at the most a lucky few, know just exactly what job we are best suited for. The odds are that we fall into a particular spot not from choice, but from necessity or chance.

Psychologists at Pensacola feel this haphazard method of selection is extremely faulty, and may result in years or even a lifetime in the wrong job.

From the many hundreds of applicants for vocational guidance received at the School of Aviation Medicine, it is apparent this is a fertile field.

In the accompanying photo, left to right, are LCdr. J. F. Snyder, E. R. Sausser, SN; LCdr. W. F. Madden and L. Wondergen, YN3. Sausser is taking the three dimensional or "wiggly block assembly test" which measures personality, while Wondergren thumbs through the "Minnesota Multibasic Personality Test" which also attempts to determine a man's personality traits.

NIGHT CARRIER RESUPPLY DIFFICULT

THE TRUCE talks and the war were in full swing. The USS *Jupiter* (AVS-8), an aviation logistical support ship for the carriers of Task Force 77, was sitting ingloriously in a Japanese shipyard, with its engines broken down.

The officers and men listened to the reports coming in of the increase of tempo of naval air operations. That afternoon a heavy aircraft carrier came in alongside, just arrived from the States. The word was, she would be in port for quite some time. Stealthily at 0500 the next morning she left.

We on the *Jupiter* awoke, and found her berth empty. We looked around the harbor. Except for a few small vessels, we were alone. What was going on?

The answer was not long in coming. That afternoon, a telephone call from our boss. "Yes, yes, we know, your main feed pump is out; two of your bearings are being replaced. You aren't scheduled to be in commission for another EIGHT days. But—what is the earliest possible moment you can get underway? Your supplies are urgently needed on the bomb line!"

A hurried conference—all department heads. Another hurried conference between the skipper—Capt. G. S. Coleman—and the top officer of the shipyard.

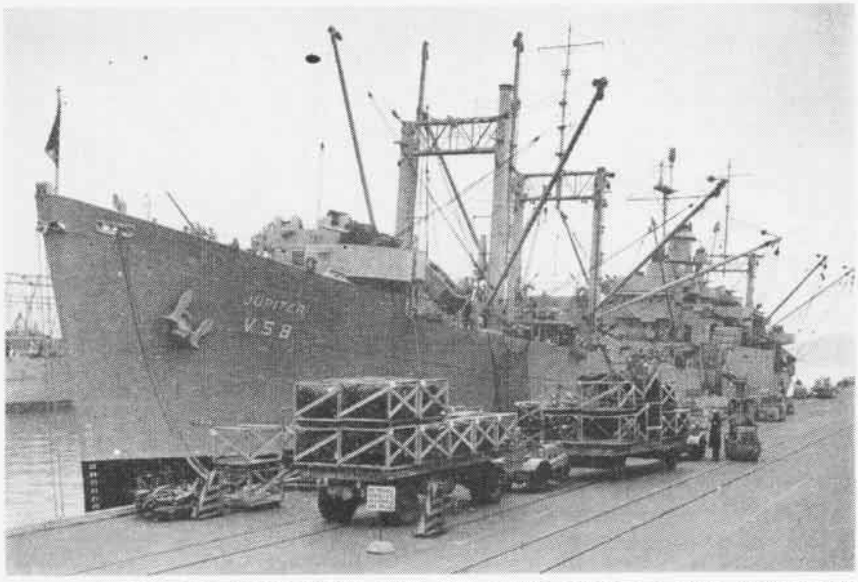
Decision—work around the clock, keep your fingers crossed and pray. We can leave in THREE days.

On the afternoon of the SECOND day later we were on our way!

That evening making full speed for the rendezvous—an unexpected change in orders. Return to port. Unload all supplies you have for Carrier "X". She is coming in. Upon completion of off loading, get underway immediately again and carry out original orders. We returned and off-loaded 105,000 pounds of gear in three hours, and returned to sea. You should have seen those men work!

Message to the *Jupiter*—"Your expeditious off-loading and early departure merit a 'Well Done.'"

The next night. Just before entering the restricted entrance to the Inland Sea of Japan—the moon disappeared — the fog settled in — and visibility was zero. The radar showed three ships in the narrow channel.



AVIATION SUPPLY SHIP JUPITER LOADS TIRES AND OTHER SPARES TO KEEP FLEET GOING

Night, Fog Complicate Navigation

Navigation in the Inland Sea is not the best even in daylight, because of the numerous fishing boats and heavy merchant ship traffic. Here we are—night and fog. What do? To go around Kyushu means a loss of 24 hours. No, it's too risky. Better to get there late than not at all.

Reluctantly we turn around. The Captain calls Lt. J. M. Suozzo, the navigator.

"Joe", he says, as we are slowly steaming in the wrong direction, "What do you think?"

The Captain has a lot of faith in this young officer. The day we arrived in Japan, he navigated us through the anti-submarine net entrance to Tokyo Bay with visibility only 200 yards. But this task was even a greater challenge.

"Yes, sir," Joe says confidently, "I think we can push her through!"

The decision is made. The order to the helm goes out, "Left full rudder, all engines ahead two-thirds." The turn is made. Fog signals ahead. "All Stop." A large ship passes close aboard. All eyes are trying to pierce the black soup. Ears are straining to hear the warning signals. Radar plot shows another ship coming down the channel. Shallow waters on both sides. We ease ahead. And so on through the night.

At dawn the fog lifts. "All engines ahead full." We hit the famous Shimonoseki Straits with the tide running full against us. A tricky passage. Half way through, another delay. The engine room reports a hot bearing. We must slow down in these treacherous waters at the most unfavorable time. Finally the bearing cools off. We transverse the straits. The sun is up. The weather is clear and we're on our way. Exhausted, the skipper turns in for a few hours rest.

Fleet Battles Reds Ashore

Finally we arrive at our rendezvous with the replenishment force. Where? Well, fellows, take a look off the portside. What are those orange flashes from the beach? Those are guns firing at Battleship "Y" in return for the pounding you just witnessed from her 16" guns. There's a splash just astern—awful close! Look at the ack-ack!

There are four planes—ours or enemy? Where is the anti-aircraft fire—from the beach or the battleship? She's in so close it's hard to tell out here, ten miles away. The whole replenishment force, situated like sitting ducks, for a submarine or an air raid, watching the action go on and nothing ever happens. What a screwy war!

All of a sudden the air is pierced by the loudspeaker. "Away the lifeboat!" A jet from one of the carriers,

all shot up, goes skimming past the ship, close aboard, hits the water, skips, crashes, explodes. What happened to the pilot amidst the black smoke and flame? Already a whale boat is on its way.

As we watch the burning flame, a terrific explosion strikes our ears and rocks the ship. Are they firing at us? Are we under attack? No. One of the jets who escorted the cripple down, has just jettisoned his bombs before he returns to the carrier. Finally, after many anxious minutes we get the information that the pilot is safe, alive and only bruised. There is really a war going on, and we are seeing some of it.

The group steams on. It is getting late and dark. Why the rush to get us here so fast? We can't replenish now for another ten or twelve hours—daylight tomorrow morning.

We settle down to a routine evening and are watching the movies. Suddenly the loudspeaker shatters the wardroom with "Go to your stations all transfer and replenishment detail!" There must be some mistake. It's 2130. It's dark outside. We have never before had a carrier alongside and transferred supplies at night. Nevertheless, on the double up to the bridge. Men are scrambling out onto the deck, stuffing in their shirttails. We are steaming—darkened.

Out of the moonlight, on the port quarter, looms the ominous silhouette of a big carrier. She is approaching nok. In a minute she is alongside, settled down—just 80 feet away. The line throwing gun goes off at 2146. Seven minutes later the first load is on its way. All hands are working quickly, but quietly and orderly. Exactly 30 minutes later, 11,500 pounds of stores and one man have been transferred and the carrier is breaking away.

"On deck! This is the Captain speaking. Very excellent work — 'Well done!'"

No Rest for the Weary

The word goes out to secure for the night. Tired—most of us turn in. Time 0330—"Reveille—up all hands—a carrier will be alongside for replenishment!" At 0415, it is still dark and here she comes, just having finished taking on ammunition from a ship astern for the last two hours. This time, working faster, 14,100 pounds are transferred in 30 minutes. This team is sure putting out!

All hands secure. Return to your sacks. You have earned a well deserved rest. Next reveille will not be held until 0900.

But—there are still more supplies to be transferred. When will we get the next one? We are beginning to realize how important we are when the orders come out from the carrier boss himself telling us to break formation with the replenishment group and—follow me! So all day, we steam up and down along with the carrier task force, tagging along just a few miles outside his formation, waiting for the moment when time will allow a break in operations to transfer some more badly needed spares. But a heavy fog settles in along with darkness—so now we must wait before the work continues.

But—even *before* the work is done, the radio operator's key of the Commander Seventh Fleet is clicking out—"The prompt and whole-hearted response of the logistic support force to the changes in tempo of operations is noted with pleasure. Well done!"

SIXTY-THREE *high-ranking faculty members and students of North Atlantic Treaty Organization's Defense College in Paris came aboard the Coral Sea as guests of honor to witness the striking power of a carrier task force in the Mediterranean. Headed by Adm. Lemounier of the French Navy, Commandant of the college, they represented 12 NATO nations. RAdm. Charles R. Brown, ComCarDiv Six, welcomed the visitors aboard.*

Flak Robs Pilot of Cake

Wingman Gets Princeton's 29,000th

VF-153, PACIFIC—Ens. Belmont Reid had no trouble making the 29,000th landing on board the *Princeton* off Korea. His section leader, Lt. (jg) George Benas had a narrow escape when a Communist 37 mm shell exploded in the nose of his F9F, which robbed him of the chance to win the traditional cake.

He received minor injuries and the plane major damage. The nose wheel would not lower, so it was decided to bring him aboard last and Reid in next to last. At that time there were 28,999 previous landings. No matter how many waveoffs he took, Ens. Reid had the 29,000th landing "locked". Benas brought his *Panther* in safely for the 29,001st landing.

Spanish Enjoy Navy Music

Coral Sea's Band Gives Concert

USS CORAL SEA—To the strains of songs like Sousa's immortal "Stars and Stripes Forever", more than 3,000 townspeople of San Baudilio de Llobregat, a small town 10 miles from Barcelona, were serenaded by the carrier's band during a visit to the Spanish port.

Mayor Jaime Ferrer invited the band to perform for his people and the concert was rebroadcast throughout Spain. The band played famous American marches, classical and popular songs know the world over, closing with the American and Spanish national anthems.

Following the concert, the *Coral Sea* musicians were honored at a banquet.

CARRIER BOOSTS MEN'S LIVING SPACE

THE NAVY is doing something about making its ships more comfortable to live in, especially for enlisted men, whose bunks and living spaces are cramped.

It has completed a two-year scientific study of shipboard living accommodations, with an idea to making them more spacious and liveable. First official step in that direction was made aboard the destroyer *Meredith*. Newly-renovated, it now has fewer men aboard and more living space for them.

Meanwhile, the aircraft carrier *Lake Champlain* took steps to improve the comfort of its hundreds of enlisted men. In construction of the *Oriskany*-type carrier, the Navy's architects neglected provisions for individual recreational activities.

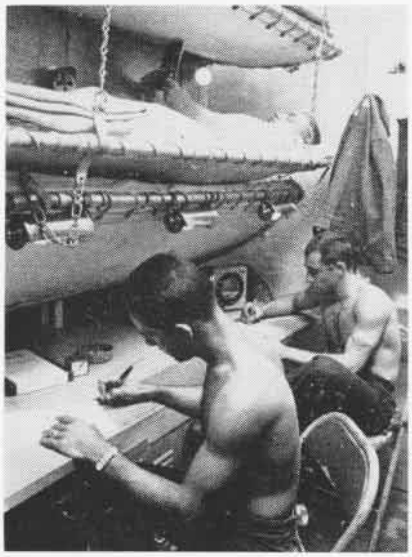
When conversion of the *Lake Champlain* was completed, the only spaces specifically allotted the crew for recreation were a small lounge with a seating capacity of 20 men and the ship's library, seating another 25. For a ship with a couple thousand enlisted men, this was believed inadequate.

In berthing compartments, space was severely limited, if available at all, for reading, studying, writing letters, playing cards, and working on small hobby craft materials. In addition, too little locker space had seen allotted for peacoats and personal belongings.

New Locker is Devised

Recognizing the need for table space for such activities, two officers of the *Lake Champlain* assumed the task of solving the problem. They were Cdr. Wilmer E. Rawie, air officer, and LCdr. Eldon L. Guhl, 8th Division Officer. Using an idea Guhl had used on the *Portland* earlier, the two men designed a new-type locker which will accommodate more personal clothes, as well as making available a working space for each man.

Using the materials in a three-unit tier of lockers, members of the V-2 Division, Air Department, made a test set, adding a new drawer at the base to the original locker style. With unused materials, an attachable card table and smaller leaf for letter writing and studying, as well as a new peacoat locker holding three coats instead of the former 50, were constructed.



ORISKANY'S IDEA PROVIDES MORE COMFORT

Seating was the only part of the new equipment not attachable, but a proposed folding chair or stool with a top 14″x16″ which would collapse to a 2″ thickness was proposed. Regular folding chairs serve temporarily.

The lighting problem was solved by placing three desk lights, one for each desk space, on the tube frame of the bottom bunk. When the desks are in use, and the bottom bunk partially triced, the lamps provide proper lighting for any personal or group activity. Individual reading spotlights are proposed for each bunk to permit reading while reclining in the bunk.

The plan was approved by VAdm. John J. Balentine, ComAirLant, who directed Norfolk Naval Shipyard to make 10 test units. At the end of six months trial period, the final results of the evaluation will be submitted to BUSHIPS, with the hope that the new lockers will be adopted for the Navy for use on its new or present ships.

Destroyer Tries Idea

The project aboard the destroyer *Meredith* will be given a fleet test, to see if the ship with fewer personnel can operate along with other fully-staffed ships. Top commanders of the Navy began to express concern in 1950 over the increasing amount of new equipment being placed aboard ships in the wake of tremendous technological advances. (Plane designers are fighting the same battle.) With new gear came more men to operate it. Living spaces were chopped and serious overcrowding reported in many ships. Lower efficiency of crews was a result.

On recommendation of Adm. Wm. M. Fechteler, then CincLant, Adm. Forrest Sherman ordered the habitability survey made by Operational Development Force. Nearly 200 ships were studied as to spaces, lockers, toilet facilities, temperature, ventilation, odor, noise, illumination and the opinions of 7,000 men and officers taken.

Nearly every ship showed deficiencies. In some, temperatures in sleeping spaces were too high; in others, there were too few lockers and bunks. Berthing spaces were too crowded, toilet facilities inadequate. Crews' messes, many times, were stowage spaces for smoke generators, welding machines and ordnance hoists.

Major recommendations in the 8,000-page report were:

1. Abandon the all-purpose ship philosophy and substitute for it the "semi-specialized ship."

2. Establish what equipment is necessary for the assigned mission and remove gear no longer needed.

3. Establish new personnel requirements consistent with the newly-defined mission and the reduced equipment.

Jap Map Office Keeps Busy

Atsugi Issues 30,670 Maps a Week

COMFAIR JAPAN—Navy men who aren't getting enough work in their present billets might consider requesting duty in the air navigation office of this command. In one week ended 17 June, the office issued 30,670 maps, charts and publications.

The officer under LCdr. F. E. Day, provides not only navigational material for aviation units, but also maps and charts used by surface ships in the Korean war. Day's assistant, Lt. P. V. Converse, handles the aeronautical information section of the office, collecting and disseminating flight information for Japan-Korea area. Eleven enlisted men under K. J. McGreevy, QMC, handle the 24-hour-a-day job of the office, located at Atsugi air station.

Carrier Goes thru Canal

Valley Forge to Join Atlantic Fleet

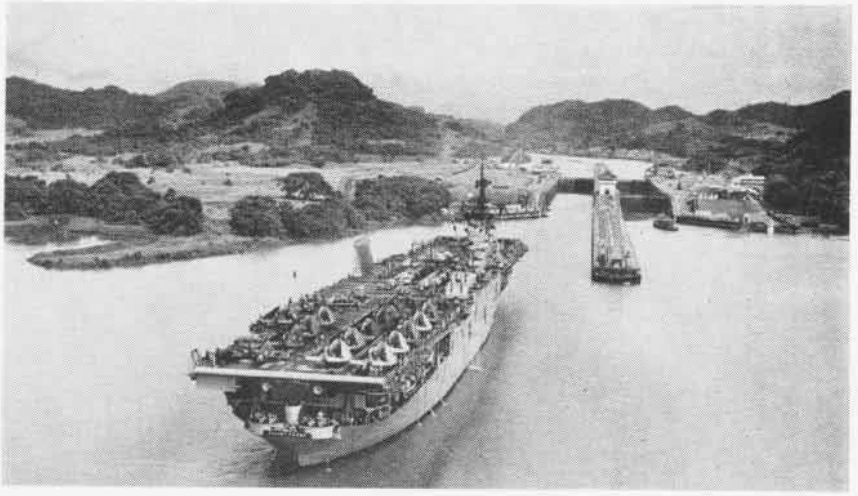
USS VALLEY FORGE—Easing a 27,000-ton aircraft carrier through the narrow confines of the Panama Canal is far from simple, but with the help of five pilots and few hull modifications, the USS *Valley Forge* recently made the trip in approximately 11 hours.

Recently returned from her fourth tour of Korean combat duty, the *Valley Forge* was en route to duty with the Atlantic Fleet after more than three years in the Pacific. The trip through the canal cut some 7,800 miles from her trip from San Diego to Norfolk.

Perhaps not the largest ship ever to transit the *Big Ditch*, the *Happy Valley* is the largest type U.S. aircraft carrier able to make the trip. Reconverted *Essex*-class and *Midway*-class carriers cannot squeeze through.

Before the ship left San Diego several gun tubs were taken off, and the port aircraft elevator was raised above the flight deck. (*See photo*) It was still a tight squeeze through the narrow locks, and the sides were scraped slightly. A few dabs of paint had the damage repaired the next morning.

No air group was carried, so the flight deck was loaded with dud aircraft being ferried to the East Coast, and with some 130 automobiles belonging to the ship's company. In addition, 175 Army, Navy, Marine and Air Force officers and enlisted men stationed in the Canal Zone made the trip as sightseers.



HER DECK-EDGE ELEVATOR RAISED, VALLEY FORGE APPROACHES THE PEDRO MIGUEL LOCK

'Who Who' All He'd Say

Bright Sun Grounds Night Fighter

MCAS MIAMI Marines are talking about the time they entertained one of America's outstanding ace night fighters. The VIP was forced to make an emergency landing at the Marine station.

Operation officials speculated that the cause of the emergency was the blinding noonday sun. Despite the flyer's disregard of prevailing winds and normal field traffic patterns, the landing was made without mishap. As soon as the flyer came to a stop on the runway, Pfc. Curtis E. Knight of the Station Crash Crew gave him a lift into the crash crew garage on one of the trucks.

Struck by the flier's short stature—eight inches—the crash crewmen spent several hours talking with him while he rested and refueled. All efforts at persuading him to divulge his destination or mission were in vain. The night fighter parried all questions with a stony silence, merely blinking his big yellow eyes as he shifted from one claw to another. The only clue to his identity was the signature on his fuel chits, O.W.I.. Strigiformes.

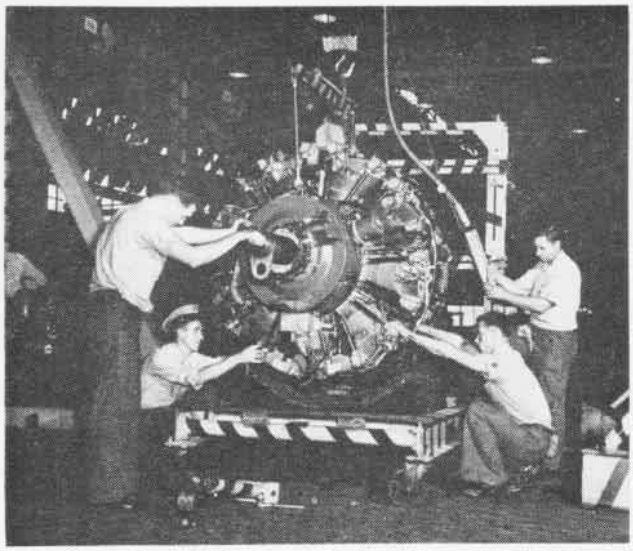
About mid-afternoon he took off unexpectedly without notifying the tower or filing a flight plan. His destination was not divulged, but Marines who witnessed his sudden departure thought that he might be on a secret search mission, since he kept screeching "Who, who, who," while climbing away from the field.

IT HAS BEEN *years since anyone talked about autogyros, so that it may be prophetic that the 50th anniversary of aviation should see Navy interest in this strange flying machine revived. This artist's drawing is the converted Kellett KD-1B being built for the Navy. It has a 275-hp Jacobs engine in the nose and two 140-hp Lycoming engines in the wings. The plane when completed will be used to gather research data on unloaded rotors at higher speeds. The autogyro differs from a helicopter in that it has short wings for lift and can use the rotor like a propeller or as a wing.*

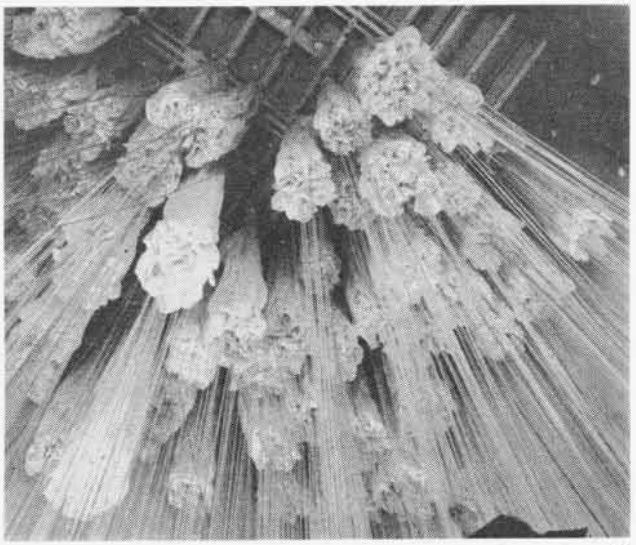
- VR-23, ATSUGI—One day this squadron processed 335 passengers, 29,738 pounds of cargo and 4,290 pounds of mail with 17 planes arrived and left.

- NAS MOFFETT FIELD—Commissioned at NAS SEATTLE in 1943, VR-5 celebrated its 10th anniversary. It was instrumental in pioneering new air routes in Alaska.

TROUBLE SHOOTERS AT WORK AND PLAY



HERE *power plants division men, Bennett, Kennedy, Mechling and Lombard lower an engine ready for installation on to the dolly.*



INSIDE *the dry locker, nylon canopies are hung from the ceiling, exposing all parts for airing in order to prevent fungus.*

THE MORALE of Fleet Aircraft Service Squadron 117 at NAS BARBER'S POINT is high; more than 75% of its personnel recently passed fleet wide advancement service examinations.

Originally organized as Headquarters Squadron of FAW-2 at NAS KANEOHE, the present designation took effect in 1946. The move to Barber's Point was made March 31, 1949.

In 1946, FASRon-117 was assigned two missions over and above those normally required. Personnel were to prepare, service, and test for trans-oceanic flight transient patrol aircraft, and second, they were to salvage 140 multi-engine obsolete aircraft remaining in the World War II pool. The task was not easy since these missions were assigned without corresponding personnel increases. FASR*on*-117 successfully handled the job.

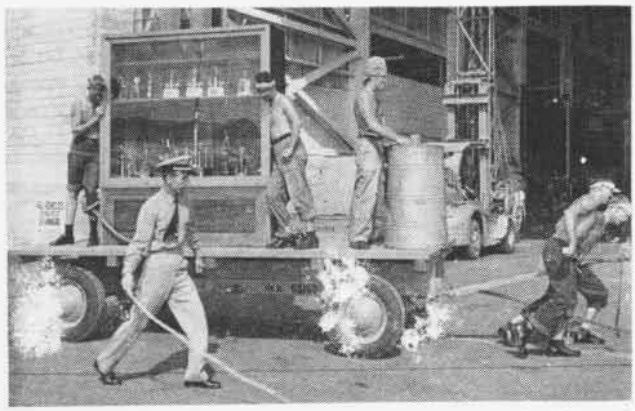
Cdr. L. W. Van Antwerp, squadron skipper, emphasizes diligence and the necessity of topnotch maintenance. Working hours run far into the night. Fifteen thousand man-hours are averaged each month.

The outbreak of hostilities in 1950 intensified squadron activities. A detachment for servicing seaplane patrol squadrons was re-located at NAS FORD ISLAND in June 1950.

Aircraft repair, parachute rigging, armament repair, electronics maintenance, power plant overhaul—everything, in fact, that aircraft need to make them masters of the air is a responsibility of FASRon-117. It is the squadron's boast that when a naval aviator checks out in an aircraft FASRon-117 has repaired, he can count upon peak plane performance.

But the work of the squadron is not its whole life. Personnel go in for sports and have on display (*see photo below*) championship trophies in everything from skeet shooting to football.

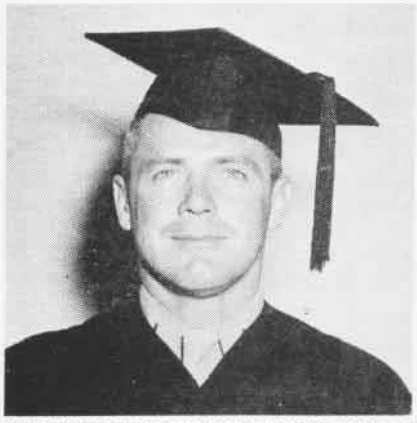
Championship trophies have been presented to squadron men in pistol shooting, tennis, boxing, diving, golf and tennis. The squadron intends to continue to encourage its men to win still other championship trophies.



AIRFRAMES *men show how they slave overtime to build special case to hold many trophies squadron men have won as athletes.*

RADIO-*controlled drone, shown prior to launching, is kind frequently used by men in their regular target practice time.*

MARINE ACE FINALLY GRADUATES



IT TOOK VALENTINE 15 YEARS BUT HE MADE IT

MCAS KANEOHE BAY—It took Herbert J. Valentine 15 years to get through a four-year college course. But that doesn't mean the Navy Cross winner was stupid.

Valentine, a 2nd lieutenant here, took time out from schooling to fly in two wars and win the Navy Cross, four DFC's and 14 Air Medals.

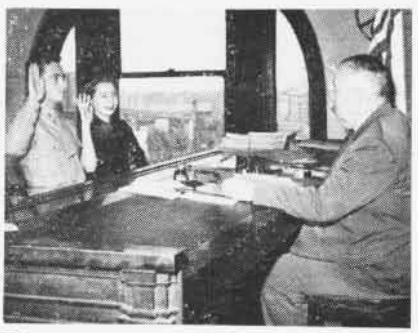
And 2nd Lt. John M. Scott did it a little faster. He got his degree after seven years.

The two men graduated this week from Honolulu's Jackson College, which has completed its first semester in residence at the Marine Corps air station. Marines have had an interest in Jackson since 1949. It was a Marine cook, Sgt. Dewey Jackson, for whom the liberal arts college was named. He donated his life savings of $8,000 to help on the initial down payment for the new school.

Today, as a master sergeant in charge of the embassy guard at Teheran, Iran, he still contributes $100 monthly from his pay to the school. Valentine and Scott were two of a group of 40 Kaneohe Marines who enrolled in Jackson's first semester at the station. Valentine went to five other colleges before then: St. Marin's, Olympia, Wash.; California Polytechnic, Taft Junior College, Santa Ana Junior College and University of California extension.

Valentine won his Navy Cross at Okinawa. In a flight of four *Corsairs*, he battled 30 *Zeroes* in an early morning dogfight which saw 17 enemy planes shot down. Valentine himself got five and a half. He also saw action in Korea.

NEWLY-RATED *chiefs always have received rough initiation from their mates when they doff their white hats. Here Paul C. Stanmos of FAETULant Detachment 2 eats out of a trough, pig-style, with accompanying hoots from Leamon F. Carpenter, AMC, left, and Glen R. Hogue, AEC. At least the trough is cleaner than most pigs rate.*



TELL AND HIS WIFE SWEAR TO CITIZEN PAPERS

Marine Becomes a Citizen

Files Papers After Escaping Germany

MCAS CHERRY POINT—Climaxing 14 years of effort and waiting, Corp. Albert Tell recently filed his petition for naturalization as an American citizen. Behind him were years of fleeing Hitler's hordes, surviving the blitz in England and migrating to America to find work and an education.

Tell got special liberty from Headquarters Squadron here to go to Brooklyn to file his naturalization papers and swear they were true. He had to live in the U.S. five years before he could be eligible to do so, and in the meantime Uncle Sam tapped him for military service.

Tell's father, a Berlin architect, rushed his family out of Germany ahead of the Nazi scourge and settled in London. Albert came to the U.S. in 1947 and worked in a New York hotel before becoming a U. S. Marine.

VF-14 Skipper Wins 3 E's

All Bullseyes from Rockets for Binion

E'S ADORN BINION'S PLANE AFTER EXERCISES

COMFAIR, JACKSONVILLE — Deadeye marksmanship in aerial competition has made LCdr. Vernon E. Binion, skipper of VF-14, a triple winner of Atlantic Fleet Battle Efficiency E's.

Binion blasted out all bullseyes in rockets for his E in that exercise, then followed up with high scores in glide bombing and 15,000 foot gunnery for two more. Other VF-14 pilots were unable to gain more than one E apiece.

Binion did not participate in the aerial competitive exercises last year as he was operations officer on CAG-1 staff.

● MCAS KANEOHE BAY—Capt. Donald K. Tooker is the only pilot in the famed *Black Sheep* fighter squadron today who served with the same outfit in the Korean war. The squadron is now with the 1st Provisional Marine Air-Ground Task Force.

KING FOR *a day, Airman John A. Morrison, a photographer aboard the Essex, got to sample a juicy Washington state apple with Carolyn Ellis, 1953 Apple Blossom Festival Queen at Wenatchee. Miss Ellis and her retinue toured the Essex at Bremerton Navy Yard while advertising the festival.*

Escape Hatch Outer Handle

Hickam AF Base, Hawaii—LCdr. Thomas W. Cates, USN, of the inspector general's office, staff Pacific Division MATS, submitted a worthwhile idea to VR-8's engineering officer and to Pacific Division MATS for the installation of an exterior handle on the escape hatches of R5D transport planes.

According to Cates, he got the idea after reading about the recent airliner crash in the states in which several passengers lost their lives because rescuers were unable to get into the passenger compartment. He submitted his idea and sketch to aid crash units in the immediate entrance into the passenger compartment of R5D transport planes in the event of fire and explosion which may result from emergency landings. Passengers may be in a state of shock and confusion under such conditions, he said, and entrance by cutting tools would use up precious seconds in rescue operation.

VR-8's engineering officer turned the idea and sketch over to the leading project man —Glenn W. Rowand, AM1, to construct. With a slight modification of LCdr. Cates' original idea, Rowand made another handle out of aluminum, which has performed satisfactorily on all hatches, and at present he is manufacturing and installing them on all VR-8's R5D aircraft.

The present handle cuts down wind resistance and is easily constructed. It is 3¾" long with a 4" taper from each end, and 1" in diameter at the center. The hole is ½" reamed and ¾" deep. It is pinned with a one-inch long (copper nickel) taper pin. The cadmium-plated tube is SAE 4130 ½" OD.049 thickness, 4¼" long.

Damaged Radomes in AF-2V

NAS JACKSONVILLE—In almost 100% of the AF-2W aircraft received here, the radomes are severely damaged. The damage appears to be caused by improper handling of the radomes during service operations.

The most common form of damage is the development of soft areas on the surface which is the result of allowing the curved surface of the radome to rest on the deck. Soft areas of as much as four to six square feet have been noted.

The AF-2W radome is such that it cannot support its own weight with any of the curved surfaces in contact with hard decking. Radomes should, therefore, never be allowed to rest on the deck without padding materials. Old mattresses or surveyed life rafts provide excellent protection. When it is necessary to transport or store the radome for an extended period, the radome should be inverted and supported on the square edges.

Another form of damage involves the underside of the radome, apparently inflicted during installation or removal. Because of the small ground clearance between the AN/APS-20 antenna, it is very difficult to remove the radome without allowing it to touch the ground. Installation or removal is especially difficult if the landing gear oleos are deflated below normal.

To preclude this form of damage, it is recommended that the oleo struts be checked for inflation and properly inflated before installation or removal operations. NAS JACKSONVILLE has adopted the procedure of inflating the struts to the maximum limits for these operations.

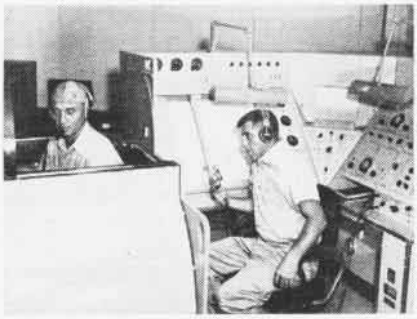
To provide a convenient means of installing and removing radomes from AF-2W aircraft, a hydraulic bomb cart has been converted which permits these operations to be accomplished safely and easily.

Jet Links in at Key West

NAS KEY WEST—The first jet Link trainer in the Atlantic Fleet's Air Force went into operation, with Capt. J. C. Toth, CO of the All Weather Training Unit, taking the first "ride".

Two 2-F-23 trainers are now in operation, with three more expected. The new Link is the first completely electronic trainer in its field. Its cockpit follows the design of modern jets, including a complete panel of flight and engine instruments.

The jet Links are controlled and maintained by a detachment from the Aviation Training Aids Unit at NAS Jacksonville, with Lt. Clarence Amos in charge. D. L. Downer, TDC, is chief in charge of the Key West ATAU with P. J. Gaudet, ADC, in charge of 2-F-23 trainers and R. A. Peck, ADC, of 1-CA-1 trainers.



GAUDETT CONTROLS 'FLIGHT' BY CAPT. TOTH

Build Two Cockpit Trainers

NAAS WHITING FIELD—Needing a cockpit trainer and not having the $2,000 to procure two of them, Special Devices department here built them from surveyed SNJ's and spare parts.

Lt. L. N. Martin, head of the department, and two training devices men, Chester Hamilton and George Richardson, put in 288 man-hours at the job. The trainers, complete with instrument panels, are used to teach cadets the instruments of their training planes before they go out for their first dual hops.

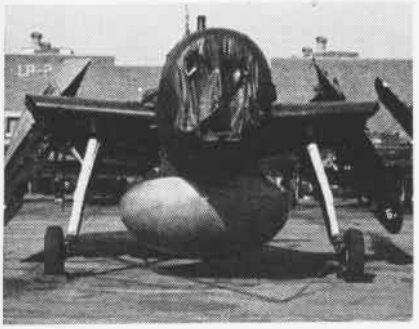
A NEW STEP *forward in the business of flying drone aircraft was revealed when the Navy put corner reflectors on its little target drones so they could be tracked and flown out of sight of the ground operator. Heretofore, all drones had to be visually flown by the stick-man. The corner reflectors are housed in the plastic tank-like knobs on the wingtips. These pods permit small drones to make a larger radar blip, thus easier to track.*

Rotor Blade Shipping Note

All rotor blades from Piasecki Helicopter Corporation and Kaman Aircraft Corporation are being shipped in newly designed metal containers. Bell Aircraft Corporation will use these new containers shortly.

The new containers have been designed to provide adequate protection for the blade, to be strong enough for repeated use, to insure ease of handling, and to occupy a minimum amount of warehouse space.

Aviation Supply Depot (Code TPO) is interested in having the comments from receiving facilities.



'SAD SACK *of NAS Norfolk' might be the title of this picture of a Grumman Guardian with its prop off. Normally two blades of the prop protrude through the "eyes" of the rubberized canvas cover and the prop hub fits into the "mouth" of the covering*

Emergency Electrical Supply

Personnel of the VC-11 electrical shop were discussing what to do in case of an electrical power failure, and they came up with an answer.

In the event of an NAS electrical power supply failure, owing either to mechanical difficulties or disaster, the operational readiness of this squadron would be seriously affected. As a corrective emergency measure, a power distribution panel has been modified by the installation of aircraft AC and DC plugs in the work bench power circuit.

This modification permits the use of a regular auxiliary power unit for rapid emergency supply of power to the bench test equipment and for auxiliary lighting within the shop spaces.

JATO Short Circuits Warning

JATO firings have resulted in tripping of the igniter circuit breaker, and have caused concern that the breaker might trip before ignition has been accomplished. The installation of higher-rated circuit breakers has been suggested. This procedure is incorrect, because the use of higher-rated breakers serves only to extend the duration of fault currents.

Investigations conducted at NADC JOHNSVILLE proved that ignition is completed satisfactorily without tripping the circuit breakers, but that short circuits customarily develop across the squib in ½ to 10 seconds following the completion of ignition and persists long after firing is completed. In addition to tripping the breakers, the post-ignition short circuits also cause unnecessary heavy loads on the electric system.

Since these short circuits occur after ignition has been completed, it is merely necessary to *release the JATO firing switch* immediately after the beginning of the JATO blast. Then no overload can develop.

RECENT ADDITION *to the Navy's chopper fleet is this Kaman HOK-1 twin intermeshing rotor, general utility helicopter. The HOK-1 is powered by a 500 hp R-975-engine and can be converted into an aerial ambulance. Each of its rotors has a small servo-flap which the pilot controls to change the rotors' pitch. These ease flying in a similar manner to trim tab action in fixed wing aircraft. It is quite maneuverable.*

New Tool Tunes VHF Radio

NAS CORPUS CHRISTI—A new tool for setting up channels on the ARC-1 VHF has been designed by Chief Ortloff of the Acceptance, Transfer and Training Unit.

Made of 1" round stock, the tool is 7" long with the setting gear from the regular alignment tool attached to one end. A 3/16" wide slot is cut across the center of the opposite end. This slot is ¼" deep with the center of the stock drilled out ½" deep with a 3/8" drill.

This fits on the auto-tune knob for locking and unlocking the heads. Previously, the tips of the fingers were used. By using the tool, an easier, more positive lock is assured and slipping of the heads can be eliminated.

VC-5's New Bulletin Board

One of the problems facing a deployed squadron is keeping up interest in world affairs and presenting a continuing recognition display for people who have to catch their information on the run. VC-5 feels that their air intelligence board solves the problem by facing it squarely.

This board includes items of news interest clipped from latest available news publications. These feature military news, new aircraft developments, the local situation, and items that sometimes do nothing more than attract attention. Clippings are changed daily, and the recognition cards are changed weekly. By associating the clippings with recognition displays, attention is attracted to the recognition cards.

As a clincher in attention getting, while the squadron was operating out of Port Lyautey, "The Word" section was added. This plexiglass and grease penciled section of the board posts the latest information on hotels, prices, best buys and additional comments on cities to be visited by men in the squadron.

AJ-1 Calibration Jig Design

Because the elevator trim tab indicator on the AJ-1 *Savage* was found to be not accurate enough for catapult launchings aboard ship, a jig for insuring accurate calibration has been designed by M. W. Wyatt, AMC, of VC-5.

He built the jig using two 1" x 1", 7½' lengths of wood, joined together to permit parellel movement. One length is marked in angular units while a scribe line is etched on the other.

By sliding the lengths of wood until one endpoint rests against the elevator and the other against the tab, a vertical measurement of the distance between the trailing edge of the elevator and the elevator trim tab is made. The angular reading of a given elevator trim tab setting is then taken by simply reading the number with which the scribe line is in alignment. The pilot's indicator can then be coordinated with this reading.

Tests of the calibration of the jig disclosed less than one-half of one degree error, thus making an accurate setting possible.

LETTERS

SIRS:

Some months ago I requested help in researching for a biography of Admiral Marc Mitscher. The response from NANEWS readers was most gratifying.

I need help again. Adm. Mitscher was involved in three crashes. One (with Lt. R. A. Ofstie, now Vice Admiral Ofstie, DCNO (Air)) is a matter of record. No records have been discovered on the others. Can any NANEWS reader offer clues?

T. L. TAYLOR, LT.
Magazine and Book Branch
Office of Information
Navy Department, Washington, D. C.

SIRS:

In your July issue one of the frontispiece photographs is labelled "Rails—First Navy rockets were fired from TBF rails." Probably some of the first fired from Navy aircraft were fired at the Navy Proving Ground, Dahlgren, Virginia, by me as aviation ordnance officer.

They were not fired from rails but from heavy steel tubes mounted to the wing bomb racks of an SB2A. Nor were they fixed fin rockets as you show. They had folding fins and resembled those shown in the picture to the right of the one in question.

In fact, our arrangement, as I recall it, was so similar to the one you show for the Air Force that I wonder if both are not Navy photographs. The aircraft in the right hand photo certainly looks like an SB2A.

E. H. ECKELMEYER, CAPT.
AMERICAN EMBASSY
OSLO, NORWAY

¶ The folding-fin rocket picture was a USAF release and the plane a P-47. The 4.5 folding fin job was an Army Air Force development and was tested in November, 1943, at Dahlgren. The first Navy-developed rocket was fired from rails.

VT-85 REUNION

Pilots, aircrewmen and ground crews of VT-85 attached to the Shangri-La, CV-38, 1944-5, will hold a reunion in Chicago, Ill., on May 14-15-16, exactly 10 years after the squadron was formed. Contact Fred Coffee, 2521 Carlton Court, Ft. Wayne, Indiana.

SIRS:

Reference your July picture of the naval aviator with ribbons on his green working uniform. The apparent discrepancy in my opinion is considered an honest error either on the part of the aviator or BUPERS. I invite your attention to the ambiguity of pg. 0213 which leaves out ribbons for the aviation winter working uniform and plate 204 (officer uniforms) which shows ribbons.

Perhaps a subsequent change to *Uniform Regs* corrects the discrepancy, but in any event, the great majority of aviators follow the plate not the "blank" under ribbons of 0213. The question of "non-regulation" is doubtful. Pg. 29 of the same edition is convention which establishes the regulation.

W. K. WOODARD, LCDR. SC
NAVY #115
FPO, NEW YORK

¶ BuPers Uniform Board says the Uniform Regulations picture showing an aviator with ribbons on his greens is an error. It should not have been included. Although numerous aviators wear the ribbons on their greens, the Uniform Board says, it still is not regulation and should not be done.

SIRS:

In your July issue, there are two photos showing Mk 2 bomb trailers that have been modified for special use foreign to their intended purpose.

NavOrd instruction 8010.3 of 24 Nov 1952 directs that adequate steps be taken to prevent the diversion, alteration and misuse of bomb trailers and that none of this equipment be modified or altered without prior approval from BuOrd.

Since it has been a widespread practice to use bomb handling equipment for such purposes it has been extremely difficult to implement provisions of the instruction. By publishing the photograph of such use in *Naval Aviation News,* the required approval would appear to have been granted authorizing widespread use of the trailers for sonobuoy lockers and aircraft emergency repair carts, etc. This practice aggravates the situation, making control of mobile ordnance equipment that much more difficult.

MAX C. GUNN, JR., GUNNER
ORDNANCE OFFICER
NAS NAVY #14

¶ It looks like BuOrd has a mighty useful little item in its bomb carts. The News cannot keep up with other bureaus' directives. It must assume that when pictures are sent in by commanding officers, what they show is correct.

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PICTURE QUIZ

Top—Atlantic City, N. J. Bottom, left, Ft. Monroe, Virginia; bottom right, University of California campus, Berkeley, Cal.

BACK COVER

Two Banshees from VF-22 start one of the last strikes over North Korea as the carrier Lake Champlain and the New Jersey maneuver with TF-77. Photo by Lt. (jg) N. R. Gearhart from a VC-62 photo Banshee.

THE COVER

This month's helicopter pilot, another of our series of "Faces of Naval Aviation" covers, is Cdr. F. R. Drake, commanding officer of HTU-1 Ellyson Field. Photo by Thomas G. Mackey, JOSN, CNATRA Staff.

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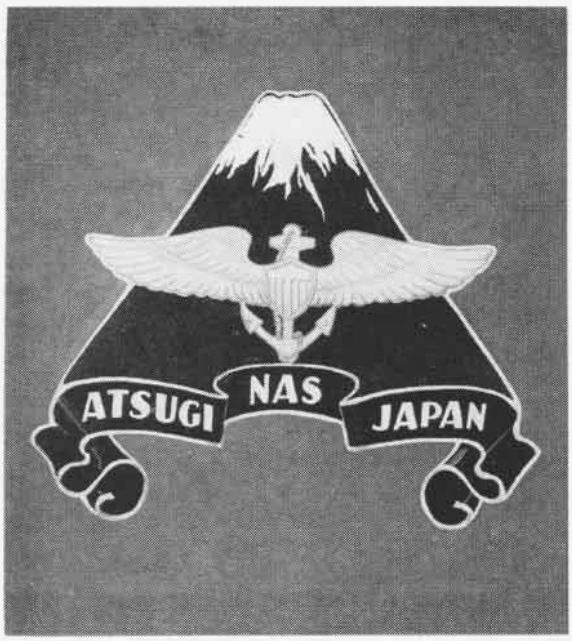
NEW UNIT INSIGNIA

CIRCLES and triangles feature the insignia of air stations, squadrons and CarDivs this month. NAS Atsugi, in the shadow of Japan's Mt. Fujiyama, naturally picks the mountain for its theme. Sub-hunting VP-50 has a winged dragon pouncing on a submarine. Carrier Division 15, which trains hunter-killer forces in ASW has an eye to signify the hunter phase, the axe and fouled line for the killer, the under-sea dolphin for the enemy, plus admiral's stars and torch portraying the echelon and its training duties. VMA-332, the famed *PolkaDot* squadron, has a Fancy Dan straw hat and cane.



NAS ATSUGI

VP-50

VMA-332

CARRIER DIVISION 15

Airfields on Demand

THE technological revolution wrought by the turbojet engine has made us more dependent than ever on offshore bases to carry the fight to the enemy. The only offshore bases I can guarantee will be available when the chips are down are those provided by the Fast Carrier Task Forces.

—James H. Smith, Jr.
Asst. Sec. of Navy for Air.